

THE LONDON AND China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE MAILS (VIA MARSEILLES).

In connection with the "LONDON AND CHINA EXPRESS," published on the departure of the Mails.

VOL. III.—No. 62.] LONDON. FRIDAY, JUNE 14, 1861.

[Sub. 18s. per ann., and 12s. to Supplement. Single copy of either, 9d.]

THE PUBLICATION OF THIS PAPER
COMMENCED AT 4 P.M.
SUBSCRIBERS' COPIES POSTED AND DELIVERED
AT 5 P.M.

Latest Advices.

	From London.	Arrived out.	Homeward.
			Arrived in London this day.
JAPAN—			
Yedo			April 10
Kanagawa			" 18
Nagasaki			" 26
CHINA—			
Peking			" 10
Tien-tsin	Mar. 11	April 26	" 27
Shanghai			" 24
Ningpo			" 25
Foo-Chow-Foo	Feb. 26	" 19	" 26
Amoy			" 27
Swatow			May 1
Hong Kong	Mar. 11	" 22	April 30
Canton			" 24
Macao			" 30
PHILIPPINES—			
Manila	Feb. 26	" 16	" 24
COCHIN-CHINA—			
Touron			" 30
Saigon			" 26
SIAM—			
Bankok	" "		" 13
BORNEO—			
Labuan			" 20
Sarawak			May 3
JAVA—			
Batavia			" 9
MALACCA STRAITS—			
Singapore	Mar. 26	" 29	" 11
Penang	" "	" 27	" 11

The arrangement previously existing for despatching the steamers six days earlier from China during the S.W., or adverse monsoon, has been discontinued.

List of Passengers.

PASSENGERS INWARD.

By this mail.—From Hong Kong, for Alexandria.—The Right Rev. Bishop Mouly, Messrs. E. Whittall, W. Ormiston, and H. G. Hoingworth. For Gibraltar.—D. Cavita y Moral. For Malta.—Major Swaffield. For Mauritius via Aden.—Assist. Com. Gen. Porter. Staff-Surgeon Greenwood. For Bombay.—Messrs. Sheriff Curim, R. D. Park, Goolamhousain. For Point de Galle.—Rev. Mr. Molesworth. For Marseilles.—Staff-Surgeon Galbraith, Navarro, John Gray, R. R. Tyers. For Southampton.—Surgeon Elliot, R.N., Com. Broad, R.N., Staff-Surgeon Cross, Major Miller, Ensign Gurlich, 5th B. N. I.

PASSENGERS OUTWARD.

Per P. and O. str. Indus, 4th June, from Southampton to Shanghai: Mr. John Mac-killop, Mr. E. C. Essex. To Hong Kong: Mr. Sheppard, Mr. Palmer, Mr. J. W. Hayward. From Marseilles, 12th June, to Hong Kong: Dr. W. Lockhart, Mrs. Percival, Capt. Engle, Capt. McKinstry. To Singapore: Mr. T. Scott.
Per P. and O. str., 20th June, from Southampton to Hong Kong: Mr. Maintz. To Shanghai: Mr. A. J. Whalley, Mr. Lucas, Mrs. Fudley and two children. From Marseilles, 28th June, to Singapore: Mr. P. W. Casalette.
Per P. and O. str. Ellora, 27th June, from Southampton to Shanghai, via Bombay: Mr. and Mrs. Cuthbertson and two children. To Hong Kong, via Bombay: Mr. Davidson.
Per P. and O. str. Mooltan, 4th July, from Southampton to Penang: Capt. and Mrs. Hilliard. To Singapore: Mr. J. Sutherland. From Marseilles, 12th July, to Shanghai: Mr. Markham.
Per P. and O. str., 20th August, from Southampton to Hong Kong: Mr. and Mrs. Woods.
Per P. and O. str., 12th September, from Marseilles to Shanghai: Mrs. Parkes.

ADDITIONAL PASSENGERS OUTWARD.

Per P. and O. str., 4th July, from Southampton to Hong Kong: Mr. Redsdale.
Per P. and O. str., 20th July, from Alexandria to Shanghai: Mr. John Gavin.

PASSENGERS ARRIVED OUTWARD.

At Hong Kong.—Per Nautilus, from Boston: Messrs. Shellless, Parker and Boyden. Per Columbian, mail str., from England, &c.: Capt. Johns, Messrs. Beard, Gundry, and Médina; Lieut. Yeatman, and Harrison, Mr. Proctor, Mr. McCrindle, Mr. Harvey; Mr. Mrs. and Miss Sma'e, Mr. Han-sen, Mr. Hawkshaw, and Mr. Requero: for Shanghai: Messrs. Handy, Watson and Weston. Per Marion, from London: 45 European troops, Lieut. Greyke, and Assist. Surgeon McKay. Per Nizam, from Rio Janeiro: Mons. Eugene Boulo.

IMPORT AND EXPORT SUPPLEMENT.

With the present number we publish in a supplement the usual statement of exports to China, Japan, and other parts of the Far East, and also the exports from those parts to Europe and America, mostly brought down to the period ending 31st March, but in some cases later. This statement will in future be continued quarterly. Subscriptions, 12s. per annum; Single copies, 9d.

Summary of News from the Far East.

THE ENTRANCE OF THE BRITISH AND FRENCH AMBASSADORS INTO PEKING.

On the 26th of March the English and French flags were hoisted at Peking, and the Ambassadors of the two greatest European nations took up their residence in the capital of the Celestial Empire. It will not be uninteresting to mark the progress of the Embassy towards the Imperial city. On the 22nd of March, their Excellencies the Hon. F. Bruce and Monsieur de Bourboulon, accompanied by Mr. Wade and Staff-Surgeon Dr. Rennie, left Tien-tsin, and arrived the same evening at Yang-lung. The following day they went on to Ho-see-woo, and slept there, reaching Tung-chow on the afternoon of the 24th. At Tung-chow, the other members of the Legations were waiting the arrival of the Ministers, having preceded them one day. They were—Lieut.-Colonel Neale, secretary, and Messrs. St. Clair and Wyndham, attachés, of her Majesty's Legation; Count Klecskowsky and Baron de Meritans, secretaries of His Imperial Majesty's Legation. The progress of the Embassy to Peking was the following:—M. de Bourboulon made his entry into the capital on the 25th, accompanied by his Secretaries of Legation. On the 26th Mr. Bruce entered, attended by an escort of Sikh Cavalry, and accompanied by his secretary and attachés. The citizens looked on in silence, and evinced no surprise or annoyance at this act of the barbarians, perhaps the most significant one which has as yet taken place in our connection with China. The present is the first occasion of M. de Bourboulon having visited Peking, and his official introduction to Prince Kung took place on the day after his arrival. In Mr. Bruce's case the same formal recognition was unnecessary, as he was previously introduced to the Prince by the Earl of Elgin during his brief visit to Peking. On the 2nd April, however, Mr. Bruce visited Prince Kung at the office for Foreign Affairs, and introduced to His Imperial Highness the officers attached to the Legation. The interview is described as having passed off satisfactorily, and conversation was confined to non-political topics. On the 4th April the Prince returned Mr. Bruce's visit at the Leang Koon-foo, a yamun in the Tartar city, where Her Majesty's Legation is established. Meanwhile the Emperor remains at a distance from the city to which he is, or feigns to be, too ill to return until the warm weather is over; but it is rumoured that the Court will be removed to Shensi, and this is not at all improbable, as His Celestial Majesty may well feel some repugnance at dwelling in a city in which his dignity has been so compromised by the Europeans. We sincerely trust now that we have gained our object in having an Ambassador at Peking that the conduct of Englishmen will be regulated by courtesy and moderation. Unfor-

tunately, news of an opposite nature has already reached us. The *China Mail* states that a commissariat officer of the name of De Fontblanc, who had the charge of provisions for the Legation escort, has "proceeded so much in the spirit of a Cockney tourist, as to have afforded ground to the local authorities for making an official complaint." Mr. Bruce has, in consequence, directed the Brigadier commanding at Tien-tsin, not to grant leave for the present to any officer to visit Peking. This is unpleasant, doubtless, to non-offending officers, but the lesson may prove a useful one, and it is absolutely necessary, at the outset of our diplomatic relations with Peking, to show the Chinese that it is the intention of our Ambassador to act with justice and impartiality, and to attend to any reasonable complaint that may be brought before him by the Imperial authorities.

JAPAN.

Dates from Japan are to the 18th April, from Nagasaki, and 10th April, from Kanagawa. Mr. Alcock has left for Hong Kong. The French Minister is about leaving for Europe. Trade is said to be dull, but political tranquility prevails.

CHINA.

THE YANG-TSZE-KIANG.

The insurgents have, it is said, threatened to capture Hankow, Kiukiang, and Chinkiang, because they have been opened to foreign trade. It is reported that Hankow is already in their hands, and that half of the city has been burnt, but no direct communications have been received. "There can be no question," says the *Overland Trade Report*, "about these reports being true in the main, for the trade on the Yang-tszé has become completely paralysed." The same journal affirms that in consequence of the movements of the rebels near Hankow, trade is stagnated at all the Southern ports, as well as in the neighbourhood of the Yang-tszé.

Several steamers have commenced running on the river, including the *Yang-tszé* and *Governor-General*, for Messrs. Dent and Co., and the *Fire Dart* (Am.) for Messrs. Augustine, Heard and Co.

PEKING.

Sangkolsin, the well-known commander of the Imperial forces, has addressed a memorial to the Emperor, advising him to go to a hunting palace far away in Tartary. He states that it will be difficult to make the barbarians submit; that if fighting should take place near Tungchow, the minds of the inhabitants of Peking will be agitated, and that should a reverse take place the effect might be momentous—that is to say, the Celestial Monarch would very likely be taken prisoner. Sangkolsin considers that in conjunction with the princes and others of the six leagues, he could act more vigorously and fearlessly in the absence of the Emperor. "Without any doubt," he says, "he would then sweep the wild brood from off the earth." On the other hand, Kia Ching, a Principal Secretary of State, has addressed a counter-memorial, signed by twenty-five others, denouncing Sangkolsin's proposition respecting the hunting tour. "If the capital," say these memorialists, "which is encompassed with a strong and uninterrupted line of fortifications, is not secure, what shelter is to be looked for in open and unfenced hunting-grounds?" And they add that His Majesty's departure would excite the wildest agitation in the people's minds.

It has been resolved by the Chinese Government to open schools in Peking for instruction in the English tongue, and it is proposed to send a few Chinese youths to England to acquire our language. It appears that only a very few of the fine collection of books in the Imperial Library of the Summer Palace, have been saved by Mr. Wade. Fortunately, the Chinese have three or four duplicates of this collection.

TIENTSIN.

It is said that the Northern rebellion is gaining ground in the province of Shantung, the insurgents, according to the last accounts, having turned Sankolsin's left flank and reached the Poo-tai district in the north-east of the province, about one hundred and eighty miles from Tien-tsin, the people of which city do not exhibit any alarm.

The intelligence from Tien-tsin, in a commercial point of view, is satisfactory, and a large proportion of the business of the fortnight in imports has been transacted in that quarter, including Chefoo and Newchwang. A notice of prices will be found under our Commercial Report.

The forces stationed at this port are said to be in good health and enjoying the return of spring.

The *Hong Kong Register* has the following:—

"Two officers lately visited that part of the Great Wall forty-five miles north-west of Peking, which is called the Chu-jung-kwan. They were received everywhere with the utmost civility by the Chinese, and found every convenience for travelling at the inns, which in every town and village in this part of the country offer good refreshment for man and beast. The road from Peking to the small city of Nan-k'ou is broad, and in dry weather good, but from Nan-k'ou where the Kwankou pass begins, the road for fifteen miles runs along the bottom of a ravine, full of rocks and stones, impassable excepting to the ponies of the place, or to pedestrians. The scenery is wild and barren. Between Fan-k'ou and Pa-taling, the highest peak and that over which the Great Wall runs, there are no less than three curtains of the wall, but the whole fortifications add little to the natural difficulties opposed to the passage of an army through the ravine. The dimensions of the wall differ at many places. At the Chu-jung barrier it is nearly twenty-three feet high by sixteen broad, and though broken down in some places, is in wonderfully good order, considering its age. A considerable traffic is carried on through the pass by means of camels, pack mules, and ponies. The inhabitants of the three or four small walled cities depend upon this traffic, as also the small garrison of the cities, for their livelihood. Previous to this visit the passport system had not been brought into operation, and officers and others had repeatedly travelled from Tien-tsin to Peking and from Tien-tsin to Choofoo without passports. Prince Kung has, however, complained about the excursion to the Great Wall."

It is stated that there are nearly a dozen English firms opened at this port already.

SHANGHAI.

H.M.'s gunboat *Bouncer*, has brought down thirty runaway sailors as prisoners. They were demanded by Captain Aplin, H.M.'s senior naval officer at Nanking, and delivered up by the Taiping insurgents. The *Attalante* is expected in a few days with seven more. Captain Hire, H.M.'s senior officer at this port, and a strong party, proceeded up the river this morning in H.M.'s gunboat *Janus*, in search of several other deserters who are known to be in the Imperialist camp. He had an interview yesterday with the Chinese authorities and obtained an order for them to be surrendered without hesitation.

By the last advices from the gulf of Petchelce, it is reported that Admiral Hope and Mr. Parkes arrived at Chefoo on the 13th April and left on the 15th for Tien-tsin. It appears that business at Tien-tsin has already commenced with every prospect of becoming a large mart.

The annual recess have just been celebrated; the meeting was a very good one.

The following notifications have been issued by H.M.'s Consul, Mr. T. T. Meadows:—

"The nomination of C. Treasure Jones, Esq., as Acting Vice-Consul, having been confirmed by M.M.'s Envoy and Chief Superintendent of Trade, he is now charged with all the usual duties of the Vice-Consul."

In consequence of the removal of H.M.'s Legation to Peking, the Consular buildings have reverted to their original uses, and the Consul's Office, the Court-room, and the Judicial Office are now again in the chief building, in front of which stands the Consulate flagstaff.

The circular of the 8th February last is, in so far as it placed certain function of this Consulate in abeyance, is hereby cancelled.

The *North China Herald* says:—H.M.S. *Sphinx* has arrived from Hong Kong, having on board a detachment of troops for Tien-tsin, to fill up vacancies caused by casualties. She will leave for the Gulf of Pecheli in a few days, and then proceed to the Gulf of Liau-tong with H.B.M. Consul for Newchwang.

The *Acteon* and *Dove* arrived from the river Yang-tszé on the 25th, having surveyed the Lang-shang crossing, where so many vessels have lately grounded. In a few days the gunboat will return to that spot to lay down some buoys, which are being made for the purpose. The *Acteon*, with two or three gunboats, will shortly afterwards proceed to survey the coast of Japan.

H.M.'s Transport *Urgent* has left for Hong Kong with the Loodianah Regiment on board consisting of Col. Walsh, Captains Glasse, Maxwell, Ruggles, and Cavanagh; Lieutenants Skinner, Ripley, Christian, and Kitson; Drs. Reid and Banbury, and 560 rank and file. The garrison remaining now consists of the 11th Punjab Native Infantry, about 650 strong, and

80 men and officers of the Royal Artillery. The Sin-ta-kee barracks will be given up in June.

Chapoo is said to be in the hands of the Rebels.

The London mails of March 11 reached this, per *Ly-ee-moon*, in the shortest time yet, being only forty-five days en route.

H.M.'s ship *Couper* was put up at auction and bought in at Tals 47,000. She left for Hong Kong yesterday, and is intended to run between Canton and that colony, in Her Majesty's service. The *Waterman* was also put up at auction, and bought in at the limit, namely, Mex. \$25,000.

The American Commodore, it is rumoured, will very soon proceed with his squadron, the *Hartford*, the *Dacotah*, and the *Saginaw*, up the Yang-tsze. This will be a move in the right direction; and it is to be hoped that he will not return till he has ascertained how far up, in the interior, the Great River will admit vessels of light draught. If it be true, as some affirm, that the river is navigable, by steam-boats, a distance of 2,000 and more miles, and this whole course is opened up, it will be one of the most valuable openings ever made in the East for foreign commerce.

The shortest passage on record from Hong Kong to Shanghai was made by the steamer *Ly-ee-moon*, Captain Norman Hill, on her last trip—the distance having been run in 66½ hours from the time of weighing her anchor in Hong Kong harbour until she dropped it in this river.

AMOY.

A correspondent of the *Friend of China*, writes, under date the 5th April:—The Native authorities are greatly afraid that the Rebels intend to pay Amoy a visit, and have consequently enrolled an extraordinary force of militia men, who parade the streets at night, with gong and bamboo.

Mr. Pedder, our new Consul, has arrived, and we hope will prove as good and just a man as Mr. Gingell, who has just left us to assume the duties of Consul at "Hankow." Mr. Swinhoe is also here, though appointed vice-Consul for "Tai-wan-foo," Formosa, and expects shortly to leave for that port—port I can hardly call it, for I hear no vessel even of ordinary draught can enter there; and the roadstead is unsafe at all seasons of the year. I cannot divine the reason for placing a Consul there, unless he is to pry into Chinese "pidgin," for there are no European residents, and what European goods are imported are mostly conveyed overland from Takow, Tamsui, or Keilung.

The wreck of the French transport *Iser* has baffled all the attempts that have been made hitherto to raise her from her position on the rocks off Ku-lau-soo; and I am sorry to say that she is likely to prove a dead loss to those who thought they had a rare bargain when she was sold at auction.

Bellamy and Co. are building a dry dock between Amoy and the village of Amung Kong. Some people think it will be a failure, on account of the approaches thereto being strewn with sunken rocks, which it would be extremely dangerous for a vessel to attempt to pass through.

SWATOW.

The *China Mail* states, that the gunboat *Cockchafer* has been out on a raid of a questionable character, under the direction of A-Hok, the noted Coolie broker. A-Hok, it seems, a short time since, had a junk plundered by some people from a village near Namoa, and has been endeavouring to obtain indemnity from the village to which the robbers belonged. They were at first disposed to treat with him, fearing his threats to bring down upon them the British Consul and the gunboat. They would not, however, pay all he demanded, and an application was made for the gunboat to come to the assistance of the mandarins, who were to compel the villagers to submit to A-Hok's terms. The gunboat, it would appear, was to aid only by her presence, and in capturing the junks that might attempt an escape from the village; but the brave Imperialists expected her to do all the fighting, or bear, at least, the brunt of the battle. The villagers, however, were not to be thus coerced. The attack failed; the boats sent out by the *Cockchafer* to lead the mandarin junks into action were fired upon; they returned the fire, killing, it is said, one old woman; but not being permitted to fire upon the town, the gunboat has returned to Double Island to await further instructions from the Admiral.

HONG KONG.

Mr. Alcock has arrived at Hong Kong, the Supreme Court of the colony having issued a writ against His Excellency at the suit of Mr. Moss. This confirms the statements made in another portion of this paper.

A report is given of an expedition after pirates by the gun-

boat *Firm* in the vicinity of Hong Kong, in which she captured several junks said to be piratical.

The decision in the case of Mr. D. R. Caldwell, the Registrar-General, does not appear to have been given yet. An advertisement appears from this gentleman, as follows:—"The undersigned has opened an office at No. 442, Stanley Street (at the back of the former Central Police Station), as General Chinese Agent in communication with foreigners, Interpreter and Translator of the Chinese language, and Interpreter in the Malayan and Hindoostani languages. (Signed) D. R. CALDWELL."

A notification has been issued from the Post-office to the effect that the postage of 3d. on newspapers and circulars to Europe will be payable in advance on the 1st of January next.

The want of gas is noticed by the *China Mail*. A reference to our commercial article will show that a company is about to be formed for supplying Hong Kong with gas.

The south-west monsoon is now prevailing at Hong Kong, and the change of weather has rendered sickness rather prevalent. A regatta club has been instituted in the colony.

The best part of the Kow-loong session, about which there has been much said in behalf of three contending claimants, has been granted to the naval authorities in preference to the civil and military. The navy had made their application much earlier than the others.

The Chief Justice is still at Shanghai recruiting his health.

Mr. Consul Meadows has informed the Postmaster at Hong Kong that he will not, after the current month, undertake to deliver postal matter from the British Consulate at Shanghai; and that as the Hong Kong Government has taken over all business of this kind, it must make arrangements complete by the appointment of sufficiently paid agents.

We are sorry to learn that the disruption of the United States has caused a stoppage in the supplies to the missionary efforts in China.

CANTON.

Mr. D. B. Robertson, the Consul at Canton, in consequence of his appointment as Allied Commissioner, vice Parkes, has taken up his residence in the yamun in the city.

Mr. W. H. Fittock, who was officially appointed Vice-Consul at Whampoa, has assumed the duties of Vice-Consul at Canton.

It appears that the native merchants and brokers look with considerable anxiety on the opening of Hankow and other ports on the Yang-tsze, and it appears that the days of the powerful and troublesome Canton are numbered. The European residents enjoy free ingress to the interior, but it is considered doubtful if such journeys would be safe after the withdrawal of the British troops, of which, however, there is no prospect at present.

Building at Shameen proceeds but slowly, and some owners would be glad to realise their investments even at a loss, which is, however, scarcely possible.

We mentioned in our last issue that four gentlemen proposed to start from Canton to Hankow on the 14th April. It now appears that they commenced their expedition three days previously.

We take the following interesting account of the country they have travelled, from the *Daily Press*, to which it was forwarded:—

"We left Canton on Thursday night, the 11th inst., about twelve o'clock, and reached Fatshan at six next morning, landed, and had a walk. The country all round is covered with mulberries and paddy; saw a good many brick-works and tanneries. Got to Sei-nan on Saturday morning; here, the river divides into three branches fully half-a-mile broad, but rather shallow—small islands and banks seem to be forming everywhere. Passed a great many rafts of wood floating down; got to Sam-Shuy in the afternoon, where there is a fine pagoda. Banks of the river twenty to forty feet high, much carried away by force of the water. Hills all covered with flowers—mulberries and paddy on all sides. Some of the villages very prettily situated, being built in the midst of magnificent trees, and almost entirely surrounded by water. On Sunday reached Sei-kong; the country now becomes more hilly and barren-looking; bamboo plantations and paddy. Monday—blowing hard from the North, which obliged us to anchor nearly all day. Walked to some odd-looking hills in the distance; found one to be a solid mass of rock 300 or 400 feet high, and 2,500 to 3,000 feet round the base. Arrived at Shek-Loek on Sunday; maize, paddy, and buckwheat, with sugar-cane patches—the river in July and August rises three feet all over the country. Got to Tsing yuen on Wednesday, large town about half-a-mile long, on banks of the river; considerable trade carried on; river eight to ten feet deep. Leaving this place, we gradually approach the regular hill-country; passed through Tsing-Yuen-hap, a pass about six miles long and 300 yards broad, with hills 1,400 to 2,000 feet high on each side, covered with fine trees and brilliant flowers; river about 160 feet deep, current running four to five miles. Very fine temple about the middle of this pass surrounded by

trees and water falls. Next came to Tai-Ming-hap, a similar pass through another range of hills, and finally through Wong-Shing-hap, a third pass with very high hills covered with wild flowers; one called the Swallow's Hill is exactly like a bird flying. Passed many boats laden with limestone, which is got from this neighbourhood. Last evening walked to the quarries, and found the hills nearly composed of limestone. Seven large masses of rock stand here by themselves fully 300 feet high. We next reached Ying-tuck, a walled town very neat and clean, but not large. The walls are the best we have seen, and all the gates have handsome ornamental buildings over them; the streets are well paved and clean. Some ten miles further on we come to the celebrated rock Quun Yune San, fully 600 feet high with a large natural cave in it, which has been converted into a restaurant and Joss-house. Ascending about 60 steps we reach the first room, some 30 feet square with the rough rock for walls and roof, where some ten or twelve fellows were chow chowing and drinking, playing at the Chinese game with their fingers, shouting and yelling like demons. The cave lighted up with dingy lamps; the damp walls, &c., gave it a strong resemblance to the scene in "Der Freischutz," where Caspar makes the magic bullets. The country all around is very wild and mountainous, with immense cone-shaped masses of rock scattered about in all directions; the Chinamen say there are tigers about here, but we have not seen any. One Saturday we passed another fine rock, San Taze Kan, or, the rock which stands by itself, where some old philosopher is said to have lived 300 years ago. Plenty of partridges about here, as large as grouse. On Sunday we got amongst smooth green hills, much like those in Cumberland at the Lakes, with pretty clumps of trees and masses of wild flowers at the foot. The river continues a fine stream, but occasionally shallow and full of sandbanks. About twelve miles from Sewquan the coal districts commence; but, so far as we saw, they only work the surface coal, which is more like slate.

"We have had no adventures of any kind, the people all civil and well-behaved, and the Mandarins, who had been informed of our coming up, always send men to receive us. The Rebels were all about here five years ago, and have, as usual, done all the damage they could to the villages, all of which are more or less destroyed, and the suburbs of this place (Sewquan or Shaou Chaou) bear evidence of their having been here. We hear nothing of Rebels being at Ping Suck now, so suppose there was no truth in the previous reports we had of their presence."

A frightful tragedy has occurred on board the *Mee-Lee* (Am.) while on her way from Canton with a cargo of tea. The following is another account taken from the *Friend of China*:

"The American steamer *Me-Lee*, Captain Ricaby, which left her anchorage off the Custom-house at three P.M. on the 23rd of April, bound to Hong Kong, returned a little after six A.M. on the 24th. The steersman, engineer, comprador, steward, and passengers (all Chinese), reporting the following catastrophe:—

"Four Chinese came on board at Canton, one at Sha-tow (off the Allied Landing Place), and three at Whampoa, all of whom prove to have been in league. Off second bar, about half-past eight, the purser, Mr. Coit, was leaning on the rail outside the cabin door, when he was struck across the nape of the neck with a sharp chopper, producing a huge effusion of blood, bestrewn on the rail and on the side of the companion ladder-case, up which the unfortunate young man appears to have run to tell the captain, whom he would have passed on the way from the wheel-house, which he left, telling the Chinese steersman that he should go below to see what the noise was about.

"The steersman says that he believes the captain, on meeting the armed pirates, jumped overboard from the port quarter; and that if he could swim the half a-mile which they then were from the shore, it would be possible for him to reach it. And of Mr. Coit he thinks the same; the mark of his fingers, stamped in blood, being visible on the deck-beam as he would have dropped on the deck abaft the windlass, from which it is presumed he sprang overboard.

"Masters of the vessel, the desperadoes then told the steersman to proceed in shore towards Min-fa-shan, which he did, until they struck the mud. They then rang the bell until a square-sterned mat-sail boat came along side, manned (by their dialect apparently), with Nam-tow men. The engineer, comprador, steward, and non-piratical passengers (half a-dozen) were in the meantime driven into the forehold, and kept down with baskets of cargo on the hatch, and then the pirates commenced breaking up the trunks and places where money was likely to be (amongst other stow holes being the lining under the upper deck in the comprador's cabin, from which they took upwards of \$200.)

"The Engineer says they perfectly understood how to stop the machinery and set it a-going without his aid. The rest has only to be told of by what is seen. The purser's boxes were closely overhauled, and the same with trunks in the captain's cabin. As we write, but little is known of what has been taken of the cargo. It is supposed that about sixty are gone out of 339 packages of a Chowchow parcel shipped, principally, by one 'Toong-fong-le,' for trans-shipment at Hong Kong, to be thence sent to Pecheli—amongst these being some cases of silk ribbon, vermilion, grass-cloth, &c. But the value of the whole that has been taken is not great; including money from passengers and ship, not over two thousand dollars perhaps,—a most inconsiderable sum when the risk to get it is borne in mind.

"About two hours were expended in ransack, and then the boat left; the steersman on that returning towards Canton, and obtaining a boat from the American ship *Matilda*, with which five men went to search for the missing Americans. The steamer *Sir J. Jejeebhoy* passing up at a little before twelve, stopped alongside the *Mee-Lee*, and brought up the Comprador to report the matter to Akye (joint owner with the missing, and it is feared deceased, Captain Ricaby), by whom information was given to the United States Consul, who instantly waited on the Governor-General, and received the promised aid of two Mandarins to go in the Customs steamer *Cumfa* and search for the culprits.

"Mr. Coit was the son of a respected clergyman in the United States—Captain Ricaby was a native of Ohio, and much esteemed by those who had the pleasure of his acquaintance.

"The boat lent by the *Matilda* to search for Capt. Ricaby and Mr. Coit, was unsuccessful, although enquiries were made along both banks of the river about the place where they went overboard. On an examination of the men and boy that went in the *Matilda's* boat, the latter, who is very intelligent for his age, gave the following additional particulars—Capt. Ricaby had told him about half-past eight to get a cup of tea made, and bring to him where he was sitting before the wheel-house on the upper deck. That he was in the act of taking the tea from the galley, when he was almost knocked down by the rush forward of the honest passengers, Chinese engineer and firemen, who were pursued by four men, three with blackened faces; though he thinks he should know them all again. That he jumped back into the galley and was in there when he heard Mr. Coit's screams in the water alongside, and that, as he looked out of the galley window, he saw a spear thrust into him from the deck before the galley.

"The pirates on discovering the boy at first put him down in the hold with the others, but had him up afterwards (as well as the engineer, to keep water in the boiler), and made him point out where the captain and purser kept anything of value. Having got all they thought (including a nice stand of arms) worth taking, spiked two six-pounder guns in the gangways, and drove a hole through the bottom of the captain's gig hanging to a davit on the port quarter; they then left.

"The presumption appears to be that the captain was going down the port staircase as Mr. Coit, cut and bleeding, as before described, was getting up the starboard; and, being unarmed, he acted on the most likely first impulse, to jump overboard directly he was assailed. Indeed, one of the passengers says he saw the captain at the port gangway as they were being driven forward.

"The *Cumfa's* search was unavailing also; and on overhauling the cargo, only fifteen cases are short, namely—one case of refined camphor, shipped by Akie, the Canton agent (and, as we always understood from Captain Ricaby, largely interested in the vessel), ten cases of white lead and four of red lead. This three or four hundred dollars from passengers, and \$200 from steward, make the amount of robbery to be, as before stated, about \$2,000."

We take the following items of news from the *Friend of China*:—

The Chinese Customs steam cruiser *Cum-fa*, Captain Graves, has made several captures of native boats in inner waters during the past month, one of three met coming from Hong Kong being found to have a good deal of opium stowed away in secret places.

Mr. J. G. Veitch, the well-known botanist, has just left Hong Kong for Sumatra, but will return to China before the year is over. Mr. Veitch sent home by the *Weymouth*, on the 6th of April, in charge of a gardener who came out from England for the purpose, no less than twenty-three cases of collections made in the Philippine and Japan isles, and we are told that he has secured from the Hong Kong hills, in a state fit to be introduced to the gardens of England, specimens of the Woodwardia Harlandi, Dissochaeta Barther, Lysimachia Alpestris, and Ainsliaca Fragans; the first-named by Sir W. Hooker, the second by Dr. Hance, and the two last by Captain Champion.

The departure of Dr. Bridges, the late Colonial Secretary, calls forth a biographical narrative from the editor of the *Friend of China*, by no means favourable to the Doctor of Civil Law.

The best map of China we know of, was prepared by Major Sherwill, Surveyor-General, Calcutta, and is entitled, "A Map of the Coast of China, and Rough Sketch of the Provinces between Canton and Peking."—The little steamer *Bo-Peep* has been sold for \$16,000, and, deeply laden with coals, has proceeded towards the Yang-tse-Kiang for traffic on which she is well adapted.

MACAO.

The plan for a school, to which we referred in a recent issue, bids fair to be successfully carried out. The Baron do Cercal, in founding his "New School Macaense," has conferred a vast benefit on the colony. Those of our readers who feel a special interest in this scholastic establishment will find a translation of the statutes in the *Friend of China*, of April 27th.

Macao was recently, it is affirmed, the scene of a "meeting" between two Frenchmen. The reporters state that "they measured distance at thirty-five paces, and the locality selected was therefor of the Church of Santa Clara. The gentleman challenged, after delivering his shot, was grazed by his antagonist's ball in the lower region of the abdomen, but the wound did not prove serious, as he was able to walk out on the following evening."

PHILIPPINES.

MANILA.

Sickness is somewhat prevalent. The Archbishop H. E. Fray Jose Aranquron has died of dysentery. He is said to have been a man of unbounded charity, and, in spite of his large income, has died poor. There have been several devastating conflagrations in the provinces.

COCHIN CHINA.

SAIGON.

The following particulars with reference to Saigon and the operations of the French in Cochin China, will be read with interest. We abstract them from a long account in the *Singapore Free Press*. The condition of the troops is on the whole satisfactory, but among those who formed part in the expedition to Mitho several were attacked with fever and cholera. An expedition to Hué is talked of, and it is said that General Montauban will take the chief command. General Vassoigne has recovered from his wound received in the battle of the 24th Feb. The lines of Ki-oia which were then attacked, show that the art of fortification is thoroughly understood by the Cochin Chinese. The gaining the interior of the works cost the French two hours and a-half of hard fighting, and upwards of 400 killed and wounded. Tranquility prevails at present, and the people are returning to their usual pursuits. The province of Saigon which the French intend to occupy, is said to combine every possible advantage. Rice, tobacco, coffee, and the sugar cane, will all yield plentiful crops. The far interior has not yet been explored; the only French station being at Teighin, about one hundred miles north of Saigon. It is said to abound in minerals, tin, copper, zinc, &c.

JAVA.

The Java papers inform us that the results of the inundations are not so serious as was anticipated, and that there is reason to expect that the people will ere long recover from the disasters they have undergone. The Government has freed rice this year from the import duty, and the Government Commissioner has adopted various measures for giving work to those who have been thrown out of employment.

At Banjervassing the Rebels remain unsubdued, and troops are scattered over the country trying to keep them in check.

Several violent earthquakes have taken place in Sumatra.

MALACCA STRAITS.

SINGAPORE.

H.M.'s steam corvette *Charybdis* arrived from England in the roads on the 6th May, and will remain on the station. Her commander is now the senior naval officer in the Straits.

On the charge made against Mr. C. Pemberton Hodgson, the late Consul at Hakodadi, in the *China Mail* and the *Straits Times*, the latter journal has the following:—

"We were considerably astonished to learn that one of the British Consuls in Japan, a Mr. C. Pemberton Hodgson, now in London, has instituted legal proceedings against us for an alleged libel published in the *Straits Times* of the 29th of December last. This information reached us only through the London journals (no legal notice having as yet been served upon us), and we were scarcely disposed to credit the extraordinary Intelligence, inasmuch as we did not remember ever having alluded to Mr. Hodgson, in any way, in our columns. But, on turning up our files, we find that on the 29th December last, we copied into our paper an article from the *China Mail*, in the course of which a very abominable charge is made against Mr. Hodgson. But so cautious were we in receiving the singular story of our Hong Kong contemporary, that we stated in some editorial remarks at the time, that we hoped 'there was some mistake,' and that 'we could scarcely credit the truth' of his statements. It seems we are now subjected to a prosecution for libel, because we copied into our journal a matter of public news, from a highly respectable public journal, without any way endorsing it. While we exceedingly regret any injury which may have resulted to Mr. Hodgson from such publication, and while we disclaim all malice in the matter, we must add that it would have been more seemly had that gentleman looked for redress to the *China Mail*, who led us into the error, and who was the only real offender. If a public journalist is to be held responsible for every item of public news and gossip which he publishes, and of the truth of which he can form no opinion, then the liberty of the press is at an end, and all newspapers might as well be discontinued at once. But we believe that there are many cases in the books, in which the most learned English jurists have not so laid down the law; and as we have been guiltless of any premeditated libel on Mr. Hodgson, we shall accept the responsibility which he would throw upon us, without fear of the result.

"A conscientious public journalist, however, is always willing to admit a mistake when pointed out to him, and to render every reasonable apology to any man whom he has unwittingly injured. With this spirit, and with the desire to do justice in the premises, we give the letter from Mr. Hodgson, which was published in the *London and China Express* of the 10th of February, and which, we suppose, is intended as a denial of the charges against him. Should Mr. Hodgson at any time wish to publish a more intelligible disclaimer of the truth of those charges, we shall cheerfully give him space in our paper for that purpose."

The races, which had been postponed in consequence of the weather, came off on the 9th April, and appear to have given general satisfaction.

Messrs. Buyers and Riach, of Teluk Ayer, are engaged on the construction of a steamer to run between Penang, Singapore, and Malacca. She will have a commodious saloon for passengers, and will, it is said, make the passage between here and Malacca in twelve hours.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

BARHAM.—On the 27th May, at Hill House, Mundesley, the wife of Capt. Robert Barham, of China, of a daughter.
BRANDT.—On the 11th inst., at Woodford, the wife of Robert Brandt, Esq., of a daughter.
CARGILL.—On the 26th ult., at 14, Lansdowne-road, Notting-hill, Mrs. Francis A. Cargill, of a son.
CRAWFORD.—On the 2nd inst., at No. 1, Charlotte-square, Edinburgh, the wife of Col. R. F. Crawford, Royal Artillery, of a son.
DENNIS.—On the 5th inst., at Cairnbrock Villa, Upper Norwood, the wife of John Dennis, jun., Esq., of a daughter.
GILBERT.—At Northam-road, Penang, on the 2nd May, the wife of Mr. H. O. Gilbert, of the Public Works Department, of a daughter.
LONGDEN.—On the 4th inst., at her father's residence, Lampart Rectory, the wife of Lieut.-Colonel Longden, Royal Artillery, of a daughter.
LAWRENCE.—On the 9th inst., at 18, Abbey-place, St. John's-wood, the wife of Major R. C. Lawrence, C.B., Military Secretary to the Punjab Government, of a daughter.
LEVESON.—At Singapore, on the 5th of May, the wife of Edward Leveson, Esq., of a son.
LOVELL.—On the 9th inst., at No. 6, Granville-park villas, Lewisham, the wife of Capt. H. P. Lovell, P. and O. Company's Service, of a son.
MACKENZIE.—At Shanghai, on the 10th of April, Mrs. James Mackenzie, of twin sons.
MECKING.—On the 2nd inst., at Rock-park, Rock Ferry, Cheshire, the wife of Mr. Thos. Mecking, of a daughter.
MILDMAY.—On the 5th inst., at Lapworth Rectory, the wife of the Rev. Arundell St. John Mildmay, of a daughter.
PROBST.—On the 4th inst., at 2, Victoria-road, Clapham-common, the wife of Peter E. Probst, Esq., of a son.
PUSTAU.—On the 1st inst., at 19, Palmalle S. S. Altona, the wife of W. Pastau, Esq., of Hong Kong, of a daughter.
TOOMER.—On the 28th inst., prematurely, the wife of W. H. Toomer, Esq., of Grove Lodge, Twyford, Berks, of a daughter.

MARRIAGES.

BOSANQUET.—CRAWFORD.—On the 18th April, at Ahmedabad, India, by the Rev. R. Easum, Arthur Bosanquet, Esq., Bombay Civil Service, to Isabella Matilda, eldest daughter of Major A. Crawford, Assistant-Adjutant-General, N.D. of the Bombay Army.
FAUCHEY.—TURNING.—On the 29th May, at Rotterdam, by the Rev. T. K. Charter, Pierre Charles Jean, second son of P. T. M. Fauchey, Esq., of Rotterdam, to Ellen Young, daughter of the late Sir T. H. Turing, Bart.
MILDMAY.—CLIVE.—On the 4th inst., at How Cuple, Herefordshire, by the Rev. Archer Clive, Humphrey Francis Mildmay, Esq., M.P., to Sybella Harriet, daughter of George Clive, Esq., M.P.
PECHELL.—DERBY.—On the 6th inst., at St. Paul's, Knightsbridge, by the Rev. Henry Fludyer, Mark Robert Pechell, Commander, B.N., to Ellen Maria, youngest daughter of C. Derby, Esq.

DEATHS.

ANDERSON.—On the 1st inst., at 18, Bon Accord-square, Aberdeen, aged 76, Harriet Lane wife of Charles Anderson, Esq., late Chief Justice at the Mauritius.
CLEVERLY.—On the 1st inst., at 15, Cunningham-place, St. John's-wood-road, London, after protracted suffering, caused by a wound received in China, on board the steamer Queen, Osmund Cleverly, Esq., aged 47.
DELRIDGE.—At Hong Kong, on board H.M.S. *Imperieuse*, on the 13th of April, Noel Delridge.
DOUGLAS.—On the 1st inst., at Clifton, Marianne, wife of General Sir James Douglas G.C.B.
JOHNSON.—At the Victoria Gaol, on the 20th of April, William Johnson, police constable.
MACLEAN.—On the 29th May, at Southampton, Commissary-General Sir George Maclean, K.C.B., in the 67th year of his age.
RYRIE.—On the 10th inst., Catherine, widow of Capt. Phineas Ryrie, of H.M.'s 78th Highlanders, aged 73.
STACK.—On the 8th inst., at Manchester, Howard, the beloved and youngest son of Joseph Stack, Esq., Southampton, aged 29.
WULFF.—On the 30th May, at Woodford, Essex, Sarah, widow of G. H. Wulff, Esq., in her 60th year.

COMMERCIAL REPORT.

JAPAN.

KANAGAWA.—The import market is almost at a stand, and quotations are too nominal to quote. In Tea a good business has been done. In Silk the prices are lower, and settlements have been made at Ida, \$500 to \$525; Mybach Nos. 1 and 2, \$510 to \$525; Nos. 1, 2, and 3, \$490 to \$505; inferior, \$470 to \$480; Sodai, Nos. 1 and 2, \$480 to \$500; Nos. 2 and 3, \$450 to \$479; Re-reeled, No. 1 and 2, none; No. 2 and 3, \$430 to \$460; inferior, \$360 to \$420; other kinds, \$380 to \$440. The total export of silk from 1st July, 1860, to 2nd April, 1861, is as follows:—England, 1,676 bales; Shanghai, 7,330 bales; Hong Kong, 191 bales. Total, 9,197 bales.

NAGASAKI.—There is no alteration to notice in the report given in our last.

CHINA.—EXPORTS.

TEA.—The stock of Black Tea at all the ports being reduced to the lowest possible ebb, the amount of business done has been small. The teamen are firm holders, owing to the high cost of their Teas and to the uncertainty attending the coming crop—whilst foreigners in the face of a large comparative export and of unfavourable advices from London, are chary buyers. Prices meanwhile maintain their former standard. Green Teas continue to arrive in very small dribbles, and as they incur heavy expenses in the transit, the prices demanded and paid continue excessive.

SHANGHAI.—Black: There has again to be reported a fortnight of almost complete stagnation. Settlements of Congou are represented by one purchase of 470 chests Ningchow at 26½ t/s.; some enquiry has again existed for Flowery Pekoes, and 1,828 chests have been settled at from 22 t/s. to 34 t/s.; very few of these parcels have any quality, while most of them are out of condition. The stock is now 3,500 chests Congou, chiefly common and Hoochow kinds, and 1,100 chests of Flowery Pekoe. Settlements to date, 72,600 chests; same time last season 269,201 chests. Stocks of all kinds 4,600 chests, same time last season 4,700 chests. Greens: Business for the American market still continues to take place on about the previous scale, and at about previous rates. Settlements amount to 4,160 half-chests China, and 4,575 half-chests Japan Teas, making to date 104,549 half-chests of the former and 47,170 half-chests of the latter, against 437,567 half-chests at corresponding period last season. Stocks, 4,300 half-chests China, and 4,000 half-chests Japan, also an estimated stock of 20,000 half-chests of the former at Ningpo.

CANTON.—The business of the fortnight has necessarily been restricted, owing to the paucity of stock and the firmness of the teamen. Latterly, owing probably to the absence of desirable Teas, the tendency

of prices has been downwards, but no settlements are reported at any reduction. The business of the fortnight is comprised in the following:—Congous, 7 chops at 21½ taels for common Oonams to 32 taels for fine Oopacks. 2,500 half chests Canton, packed, at 17 to 20 taels. Sou-chong, 1 chop in small lots, at 43 tils. Scented Teas, 4,000 boxes Or. Pekoe, at 19 to 25 taels, and 1,700 boxes Caper, at 16 to 16½ taels. Canton Greens, 200 half chests and 1,200 boxes. Young Hyson at 17 to 24 taels, 1,400 boxes. Gunpowder at 19 to 23 taels. Some contracts in New Tayshan Congous are reported at 22½ to 23 taels.

RAW SILK.—Shanghai: The firmness of the dealers spoken of in last report continued till the arrival of the gloomy accounts of 26th February reached, and a very active business has been transacted in the fortnight at fully last quotations. The hope of a settlement of the American difficulties causing a favourable change in the home market, combined with reports current amongst the dealers of an expected deficiency in the next crop, and the very low rate of exchange inducing some to prefer silk as remittances, led to a brisk demand, and the settlements of the fortnight are estimated at 1,330 bales, including the arrival of 215 bales Japan silk. The prices paid for the late settlements have been, Tsatlees, No. 1 and 2, none; No. 3, 400 to 410 taels; No. 4, 370 to 395 taels; No. 5, 340 to 360 taels; Yuenfa, 320 to 370 taels; Hainings, 260 to 325 taels; Tay-saams, Nos. 1 and 2, none; No. 2, 320 to 330 taels, nominal; No. 3, 275 to 300 taels; Nos. 4 and 5, 250 to 270 taels; Sewhings, 290 to 335 taels; Laeyongs, 250 to 265 taels; Throwns, 350 to 400 taels.

CANTON.—The following are the current rates at which some 50 piculs in all have been placed during the fortnight:—Cumchook, re-reeled, \$440 to \$450; Loonkong, \$410 to \$420 for the best; Kowkong, \$375 to \$385 for No. 1. The new crop is expected in a month, and is reported large. At Macao 60 piculs Cumchook are on the market at \$400.

DRUGS AND OTHER EXPORTS. Cassia Lignea: at Canton there is no stock, and no settlements are reported; at Macao the settlements of the month are stated at 2,000 piculs, at \$17.75 to \$18.25, and the unsold stock at 700 piculs. Cassia Buds: no supplies nor sales either at Macao or at Canton. Cassia Oil: there is a little at Canton, but there have been no settlements; at Macao there is a stock on the market of 60 piculs, but there are no settlements reported—the quotation is \$260. Star Aniseed: the trade in this article is confined to Macao, where settlements during the month have been made to the extent of 200 piculs at \$14.50; the stock on the market is stated at 400 piculs. Anniseed Oil: at Canton, no settlements; at Macao, 40 piculs have been placed during the month at \$162, leaving 50 piculs for sale upon the market. Galls are scarce and wanted; 100 piculs are reported as settled at Canton at \$17. Galangal Root: at Macao, 300 piculs have been placed at \$3.75 to \$4. Rhubarb: 100 piculs new have arrived at Canton, for which \$60 is asked.

CHINA—IMPORTS.

TIEN-TSIN.—Shirtings: Grey, 5½ to 7 catty, Tls. 2.1.0. to 2.4.5.; 9 catty, Tls. 2.2. White, 60 reed, Tls. 2.4.0. Blue, dyed, Tls. 4. Tea-cloths, Tls. 2.5. to 2.6. Sheetings, 40 yards, 11 and 12 catty, Tls. 3.1 to 3.3. Drills, Tls. 9. Jeans, 30 yards, Tls. 2.7. Brocades, white, Tls. 2.1.5. to 2.3.0.; assorted, tals, 1.4 to 1.5. Damasks, Tls. 5 to 6. Chintzes, Tls., 1.4 to 1.5. Handkerchiefs, blue and bronze, mace 6 per dozen. Long ells, scarlet, Tls. 6. Camlets, Tls. 22 to 28. Lastings, Tls. 12 to 14. Woollens in no demand. Tin plates, Tls. 6, and Glass, Tls. 4 per box. Spelter, Tls. 8. Steel, Tls. 17 per picul. Rice, Tls. 1.7 to 1.8 per picul. Sugar, white, Tls. 6.5; brown, tals. 3.1. Wool Tls. 5 to 10 per picul. Oil, Tls. 5 per picul.

SHANGHAI.—The *Ziba*, from London, and the *T. G. Bunker*, from New York, have been the only arrivals during the fortnight with manufactures. The local demand is very dull indeed; the shipments up the Yang-tze have been insignificant, owing to the menacing position of the rebels. Most of the business done has been for the North on foreign account, the advices thence being favourable. The following are the clearances of the fortnight:—Grey longcloths, 29,700 pieces; white ditto, 4,000 pieces; T-cloths, 18,000 pieces; Spanish stripes, 108 pieces; long ells, 300 pieces; camlets, 200 pieces; lastings, 80 pieces. American goods:—Drills, 7,500 pieces; stock, 270,000 pieces; sheetings, 5,000 pieces; stock, 30,000 pieces; jeans, 1,000 pieces; stock, 18,000 pieces; spotted shirtings, 4,000 pieces at 1.8.4 to 1.8.8 for white, and 2.5.0 to 2.6.5 for assorted; brocades, 200 pieces, at 1.8.4 to 1.8.8 for white, and 2.5.0 to 2.6.5 for assorted; damasks, 330 pieces, at 4.4.0 to 4.6.0; handkerchiefs, 1,200 dozen, at 0.5.0 to 0.6.2; chintzes, 4,200 pieces, at 1.3.0 to 1.8.0; lead is quiet; iron very dull; tin plates, ditto; window glass in excessive stock, and dull.

CANTON. The sales have been quite insignificant during the fortnight, being reported as under:—Yarn, 150 bales; grey shirtings, 5,600 pieces; White ditto, 1,000 pieces; white brocades, 500 pieces, at \$2.20 to \$2.30. Spanish stripes, 48 pieces; sapwood, 100 piculs; lead, 400 piculs; quicksilver, 60 flasks; nail-rod iron, 840 piculs.

HONG KONG.—The business of the fortnight has been most insignificant—in fact trade has been all but stagnated. The probability is that the Canton dealers have become alarmed at the unfavourable intelligence from Hankow, and are forcing their stocks upon the dealers of the adjacent places, which usually draw their supplies hence. The following are the only sales reported for the fortnight, except sales of damaged goods at auction:—Cotton yarn, 250 bales; shirtings, grey, 1,000 pieces; white, 2,500 pieces. Provisions, &c.; flour, Gallego and Harall are worth about \$9 to \$9.50 per barrel; American beef is quoted \$9 to \$10 per barrel; American pork, \$15 per barrel. The market is glutted with articles under this denomination. Coals have arrived freely, and last quotations are hardly obtainable.

MANILA.—In the absence of fresh arrivals, the import market has been excessively dull, and few transactions have taken place. The *Soberano* and *Nueva Engracia*, from England, have not arrived. In Exports the rates for hemp have not recovered the fall of 25 cents. per picul, owing to the stoppage of orders for United States, and about 26,000 piculs from the country had been stored. Sugar could be had for \$4.75 for current quality.

SINGAPORE.—In imports a small business has been done, but little or no fall has taken place in rates generally, and most of the junks loading

have already sailed on their homeward voyage, and the season may be said to be over. A large quantity of sea-damaged piece-goods have been thrown on the market lately, which has also contributed to lessen the amount of wholesale transactions. In exports a moderate amount of business has been done in some of the staple articles of produce. Gambier, black pepper, pearl sago, sago flour, hides, and horns, are in good demand, and purchases to a fair extent have been made. Tin, sugar, coffee, rice, and tea, are not much inquired for.

BATAVIA.—Business has taken a decided change for the worse, owing to the native new year having passed over and with it the stimulus that it always gives to trade, and large quantities of damaged goods ex Britannia and F. Brumm being sold off at auction.

BANGKOK.—The business of the last fortnight has been on a moderate scale. Buffalo horns, rice, silk, and black pepper, being the principal articles that any trade has been done in. The other articles of produce are extremely dull of sale.

The picul is 13½ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

At Shanghai	6 months sight.	Bank.	Private.
(per Tael.)		6s. 1½d. to 6s. 2d.	6s. 2½d. to 6s. 3d.
Ditto	3 ditto	...	...
At Foo-chow-Foo (per dol.)	6 ditto	...	...
At Canton			
At Hong Kong	6 ditto	4 5½	4 5½ to 4 6
At Macao			
Ditto	3 ditto	...	...
At Singapore	6 ditto	4 6½	4 6½ to 4 7
Ditto	3 ditto	...	...
At Manila	6 ditto	4 1	4 1½ to 4 1½
Ditto	3 ditto	...	...
At Batavia	6 ditto	...	11-70
(guilders.)			

The exchange on India at Shanghai was at 294 to 296 rupees per 100 taels, and at Hong Kong 215 to 216 per \$100. Bar silver at Shanghai 17 to 17½ dwts. B.; 11 to 11½ taels, and at Hong Kong 10 to 10½ per cent. The current quotation at Shanghai for Mexican dollars was 75. 5c. and the rate of exchange on Hong Kong was 26 per cent. discount.

EXPORTS OF TEA AND SILK TO GREAT BRITAIN SEASON 1860-61.

	From Shanghai.	From Foo-chow.	From Canton, Macao, and Hong Kong.	Total lbs.	SILK. Total Balcs.
From July 1, 1860, to Mar. 31, 1861	8,910,553	29,001,700	35,903,142	74,065,095	69,543
Comparative period last season	27,920,837	12,708,166	25,079,080	72,708,785	54,167
TO UNITED STATES.					
From July 1, 1860, to Mar. 31, 1861	...	...	...	24,683,866	Piculs. 1,813
Comparative period last season	...	...	...	30,046,257	1,686
TO THE CONTINENT.					
From July 1, 1860, to Mar. 31, 1861	...	...	...	1,378,800	Bales 7,236
Comparative period last season	...	...	...	2,391,331	4,444
TO SAN FRANCISCO.					
From July 1, 1860, to Mar. 31, 1861	...	...	...	Packages. 23,091	...
Comparative period last season	...	...	...	31,061	...
TO AUSTRALIA.					
From July 1, 1860, to Mar. 31, 1861	...	...	...	Total lbs. 12,332,910	...
Comparative period last season	...	...	...	10,531,681	...
TO GREAT BRITAIN.					
From 1843 to 1844	...	...	...	51,022,600	...
" 1845 to 1846	...	...	...	57,334,200	18,604
" 1847 to 1848	...	...	...	63,972,300	22,443
" 1849 to 1850	...	...	...	77,327,800	61,980
" 1851 to 1852	...	...	...	92,240,300	50,490
" 1853 to 1854	...	...	...	76,990,255	68,311
" 1855 to 1856	...	...	...	65,789,792	83,136
" 1857 to 1858	...	...	...	85,560,452	64,168

EXPORTS FROM CHINA.

Per Mary and Louisa, from Shanghai, April 13, to New York. Tea, 453,300 lbs. Sarnets, 100 pieces. Raw silk, 85 piculs.

Per Oriental, from Foo-chow-Foo, April 17, to Melbourne. Tea, 600,800 lbs.

Per Behar (mail steamer), from Hong Kong, April 15, to London. Silk, 661 bales. To the Continent, 212.

Per Pechelee, from Canton, April 20, to London. Tea, 386,600 lbs. Canes, 60 mil. Sundries, 36 packages.

Per White Swallow, from Hong Kong, April 21, to San Francisco. Sugar, 350 piculs; rice, 4,730; tea, 1,500 packages; oil, 150 piculs; fire-crackers, 3,950 boxes; China goods, 3,610 packages.

Per Challenge, from Hong Kong, April 23, to San Francisco. Tea, 47 packages; sugar, 100 piculs; China goods, 32 packages; coals, 100 tons.

Per Marion Moore, from Hong Kong, April 26, to Sydney and Melbourne. Tea, 15,000 lbs.; sugar, 900 piculs; oil, 350; China goods, 10,931 packages; prepared opium, 9,600 taels.

EXPORTS FROM MANILA.

Per Joshua Bates, to Melbourne, April 13. Sugar, 10,500 piculs; cigars, 35 mil.
Per Jumna, to Boston, April 13. Hemp, 9,600 piculs; sugar, 3,200; sapanwood, 200; hides, 231; cigars, 365 mil.
Per Sherwood, to New York, April 15. Hemp, 5,600 piculs; sapanwood, 100; hide cuttings, 590; cigars, 585 mil.; indigo, 660 gals.

EXPORTS FROM PENANG.

Per America to London, April 28. Tin, 3,129 piculs; sugar, 1,883; cutch, 1,356; tapioca, 1,217; rattans, 203; india-rubber, 813; gutta percha, 71; black pepper, 2,990; buffalo hides, 187; cow hides, 165; buffalo horns, 60; nutmegs, 150; mace, 44; cloves, 2; fish maws, 19; gum Benjamin, 18; rum, 2,454 gallons; essential oil, 90 bottles.

EXPORTS FROM SINGAPORE.

Per Commerce to Falmouth, May 1. Gambier, 2,523 piculs; cutch, 826; sago flour, 1,683; buffalo horns, 82; tin, 41; white pepper, 105; tapioca, 169; black pepper, 1,260; buffalo hides, 15; rattans, 211.
Per Kamehameha IV. to Liverpool, May 2. Gambier, 5,911 piculs; sago flour, 5,071; tin, 239; coffee, 242; india-rubber, 52; raw sago, 107; rattans, 280; black pepper, 299; gutta percha, 50.
Per Sirocco to London, May 2. Gambier, 2,002 piculs; buffalo hides, 107; sapanwood, 100; rattans, 100.
Per Arracan to Falmouth, April 25. Tapioca, 72 piculs; tea, 145; sapanwood, 200; rattans, 249; buffalo horns, 26.
Per Elizabeth to Cowes, May 7. Gambier, 4,007 piculs; pearl sago, 318; white pepper, 79; gutta percha, 33; black pepper, 1,429.

SHIPPING INTELLIGENCE.

ARRIVED.

At SHANGHAI.—From London: April 9, Ziba; From Liverpool: 9, Str. Nieman. From Cardiff: 12, William Darley; 22, Imperial. From Newcastle: 7, Louisa; 9, Adriatic; 12, Malabar; 30, Harriet Armitage. From New York: 11, Thomas G. Bunker.
At HONG KONG, MACAO, and CANTON.—From London: April 15, Marion; 25, Chrysolite; 30, Veronica. From Cardiff: 13, Pioneer; 23, Zanzibar; 27, Laughing Water. From Toulon: 16, Virginie. From Newcastle: 17, Golden Eagle. From Boston: 21, Nautilus. From Cronstadt: 18, H.R.M.S. Calevada.
At MANILA.—From Cardiff: April 9, Jan Daniel. From Cadiz: 9, H.C.M.S. General Laborde.
At SINGAPORE.—From Hamburg: May 6, Ceres. From Marseilles: 8, St. Anne. From Rotterdam: 5, Boni.

SAILED.

From KANAGAWA.—For London: April 5, Canton. For San Francisco, Kingfisher.
From SHANGHAI.—For New York: April 18, Mary and Louisa.
From FOO-CHOW-FOO.—For Melbourne: April 18, Oriental.
From HONG KONG, MACAO, and CANTON.—For London: April 19, Podesta; 21, Petchele. For Sydney: 26, Marian Moore. For San Francisco: 21, White Swallow; 23, Challenge.
From MANILA.—For Boston: April 13, Jumna. For New York: 15, Sherwood. For Melbourne: 13, Joshua Bates.
From SINGAPORE.—For London: May 2, Sirocco. For Liverpool: Kamehameha IV. For Falmouth: April 25, Arracan; May 7, Elizabeth. For Cork: 1, Commerce.
From PENANG.—For London: April 28, America.

LOADING.

At SHANGHAI.—For London: Egmont, Zeba. For San Francisco: Onward.
At FOO-CHOW-FOO.—For London: Europe.
At HONG KONG, MACAO, and CANTON.—For London: Golden Eagle, Geelong, Strathallan. For New York: Saracen. For Bordeaux: St. Clair. For Australia: Astarte, Wild Gazelle, Veloz. For Sydney and Melbourne: Matilda, New Great Britain, Conflict. For San Francisco: Cimber, Dictator, Eureka, Harkaway, Moonlight.
At MANILA.—For London: Kate.
At SINGAPORE.—For London: Australia, Procymatia, Peter Symons. For Liverpool: Christopher Newton. For Cowes: Elizabeth. For Hamburg: Titania. For Holland: B. van Reener.
At PENANG.—For London: Parsee.

FREIGHTS AND CHARTERS.

At KANAGAWA.—To London: Tea, £5. Silk, £7. Copper, £3.
At SHANGHAI.—To London: Tea, £2 10s. to £3. Silk, £4 10s. To New York: Tea, \$15. Silk, \$25. A good business has been done during the past fortnight, and nearly all tonnage is engaged, owing to the decline in the price of bean cake. The principal settlements reported are Amalia and Syrian at \$1,500 per month; Argus, \$1,200 per month. Anna Maria to Nagasaki and back, at \$4 per ton. To Swatow and back: John Norman, \$6,000, and 50 lay days; Elizabeth, \$4,800, and 50 lay days.
At AMOY.—Rates are still maintained, but there is less demand for tonnage. The Henry and Oscar has been chartered at \$1,800 per month for 6 months. Ellen Masters for 4 months, at \$2,000.
At HONG KONG, MACAO, and CANTON.—To London: £2 10s. to £3. To New York: \$9 to \$9 50c. The export season to the above places being almost at a close, little business has been done. Hired emigration to the West Indies is entirely closed, owing to the monsoon, and the prospects of a good business being done on the Yangtze River as soon as the ports were opened has been entirely frustrated, and consequently the business of the past fortnight has been smaller than for many months past. The principal charters reported are, Golden Eagle to London, at £3. Independence to New York, at \$9 to \$9 50c.; Matilda to Melbourne,

£2,450, and £150 extra, if to Sydney. Conflict, at £1,900. Cimber to San Francisco, \$20,000; Moonlight, at \$28 per passenger, and \$6 per ton. Harkaway, \$23 per passenger, and \$6 per ton. Rajah of Sarawak to Ningpo and Shanghai, at \$4,600.

At MANILA.—To England: £3 to £4 5s. To New York: \$8 to \$10. Tonnage has become more abundant, and there are a few ships in harbour disengaged. The Regina Moris has been chartered to London, and Saracen to New York, at above rates. Wild Gazelle, to Australia, at £3 10s., and Anna Digne to Sydney, at £2,600.

At BANGKOK. There is good demand for tonnage, and vessels are wanted to carry rice to China, freights having advanced to 70c. and 80c. per picul. The Vater Gruner and Rapids have both been chartered to Hong Kong at these rates.

At BATAVIA. To England, £3 10s. to £4. Rates are still well maintained, although there is a scarcity of produce, which will continue for three or four months yet. The Princess Louise has been chartered to Hamburg at the above rate, and the Henrica and General Michiels to China, both at 53c. per picul.

At SINGAPORE.—To London, £3 15s. to £4 5s. The engagements of the past fortnight have been small, owing to the few disengaged ships in port. The charters reported are:—Britannia to London, at above rate; Titania to Hamburg, at £3 12s. 6d. to £4 2s. 6d. The Gottorp, to load from rice ports to Europe on private terms.

At PENANG.—The Sirocco has been chartered at Singapore to load from here to London, at £3 12s. 6d. to £4 5s., taking 2,000 piculs of gambier from there at £3 12s. 6d.

CASUALTIES.

The Magenta (late the Zephyr) has been totally lost at Cape St. James, near Saigon. All the crew were saved.

The Japan (Brit.) struck on Oriental Rock, while under charge of a Chinese pilot, on the 23rd of April, and bilged, but has since been got on shore by the European pilot, where she now lies full of water. Only two tons of tea have been saved dry, and it is feared she will become a total loss.

The steamer Viscount Canning fell in with the Malakoff in the Gulf of Siam on the 12th April, and found that the crew had mutinied, but they had no firearms or irons on board which the captain supplied them with, and left her.

The Shooting Star got on shore off Cape St. James, and remained there for four days, when she was got off, and great difficulty was experienced in keeping the increase of water in the well subdued.

The second engineer of the steamer Bo-Peep, got his head into some part of the machinery when off Dodd Island, and was killed instantly. Captain Dodd immediately put back to Amoy.

PASSED STRAITS OF SUNDA.

From England and Continent to China: April 7, Pacific; 22, Runnymede. To Singapore: 6, Boni. To Manila: 6, Joaquina Victoria. From China to New York: 25, Eliza and Ellen. To Melbourne: 21, Melbourne. From Manila to New York: 6, Sultan. From Batavia to Holland: 21, Maarten van Rossem; 25, Nieuw Holland. From Singapore to Liverpool: 23, Crisis. From New York to Shanghai: 25 Union.

SHIPS OF WAR ON THE CHINA AND JAPAN STATION.

Vessel.	Class.	Guns.	Vessel.	Class.	Guns.
BRITISH.			FRENCH.		
Acorn	Brig	12	Jura	Steamer . .	—
Aetona	Surveying . .	26	Kienchang . .	—	—
Attalante . . .	Steamer . . .	—	Le Forte	Gunboat . .	—
Beagle	Screw	4	Marne	Frigate . . .	—
Cambrian	Frigate	44	Mitralle	Steamer . . .	6
Centaur	Pacl. Frigate .	6	Perseverante . .	" "	—
Chesapeake . . .	Frigate	51	Shanghai	" "	—
Cooper	Desp. Str. . .	—	Vengeance	St. Sloop . .	—
Comandant . . .	" "	6	AT COCHIN CHINA—		
Ereumeter	Screw	14	Alame	Gunboat . .	—
Hercules	Hospital . . .	—	Alon Frab. . . .	" "	6
Hesper	St. Transp. . .	2	Avalanche	" "	6
Imperieuse . . .	Sc. Frigate . .	51	Didon	Frigate . . .	40
Mindon	Ship	—	Dorlogne	Steamer . . .	—
Minden	Hulk	—	Dragonne	Gunboat . .	6
Odin	Pacl. Frigate .	16	Echo	Steamer . . .	—
P. Charlotte . . .	Hulk	—	Formosa	" "	—
Pearl	Screw	20	F. de Norzagaray .	" "	—
Pioneer	Do.	6	Fusee	Gunboat . .	6
Reynard	Do.	4	Garonne	Steamer . . .	—
Ringrove	Do.	6	Granada	" "	—
Roeback	Desp. Str. . .	6	La Place	Corvette . .	—
Scout	Screw	21	L. Europeau . . .	—	—
Sinoom	Sc. Transp. . .	8	Lilly	Steamer . . .	—
Snake	Screw	4	Loire	" "	—
Sphinx	Pacl. Frigate .	6	Meurthe	St. Smithy .	—
Touze	" "	—	Nievro	" "	—
Urgent	Sc. Transp. . .	8	Peiho	Steamer . . .	—
Vulcan	" "	6	Pregent	" "	—
Waterman	Steamer . . .	—	Primangnet . . .	" "	8
FRENCH.			Benoumee	Frigate . . .	—
Andromache . . .	Ship	—	Rhone	" "	—
Calvados	" "	—	Rhone	" "	—
Dierouledes . . .	Steamer . . .	—	Saone	Steamer . . .	—
Durance	" "	12	AMERICAN.		
Duperre	Ship	—	Dacota	Steamer . . .	—
Forbin	Steamer . . .	—	Hartford	" "	—
Hong Kong	" "	—	Saginaw	" "	—
Imperatrice Eugenie	" "	60			

BRITISH GUNBOATS IN THE CHINA WATERS.

57 Dove	78 Drake	85 Cockchafer	92 Weasel
69 Kestrel	79 Janus	86 Firm	93 Bouncer
70 Slaney	80 Ilavoc	87 Staunth	94 Grasshopper
71 Leven	81 Haughty	88 Watchful	95 Hunter
72 Algernine	82 Forester	90 Flanner	96 Snap
73 Cliven	83 Opossum	91 Bustard	Insole
76 Woodcock	84 Stirling	Hurdy	

THE TRADE OF SHANGHAI.

We are in receipt of the Returns of the Import and Export Trade carried on under foreign flags at the port of Shanghai for the half-year ending Dec. 31, 1860, published by the Foreign Inspectors of Customs at that port, which, coming in continuation of the previous half-yearly returns, of which we gave a digest a few months ago, enable us to frame an estimate of the value of the trade of Shanghai for the past year; at least as far as carried on in foreign vessels. This abstract is the more interesting just now, as it may be many months before the Board of Trade issues any statistical return of the trade of the Chinese ports. The opening of the empire, more generally to foreign commerce, necessarily gives a greater degree of interest for our merchants, manufacturers, and shippers, to all trade returns; and it is fortunate that the statistics of imports and exports are now so promptly made up and issued at the principal ports. There is but little doubt that a very large share of the carrying trade, coasting and river, will come into our hands, and the proportion of American tonnage employed in those waters, is more likely to decrease than increase, owing to the civil discord prevailing in the States, which will circumscribe mercantile enterprise in the East. British merchants and shipowners, on the contrary, are directing their energies to that quarter, both for steam and sailing vessels. Exploring expeditions by land and river are being made into China, and particularly towards the Western provinces and the borders of Thibet, in order to ascertain what probabilities of trade, or of the collection of trade products there may be.

The importance of the trade of the port of Shanghai is shown in the Returns for the past year, from which it appears that the import and export trade carried on in foreign vessels exceeds £29,000,000 per annum, exclusive of that conducted in Chinese vessels. The trade of the last half-year generally shows an increase, as will be seen by the following comparative statement:—

VALUE OF IMPORTS INTO SHANGHAI IN FOREIGN VESSELS IN 1860.

General merchandise, first half	..	..	£3,476,242
second half	..	..	5,063,251
Opium, first half	..	..	2,115,114
second half	..	..	2,722,251
Treasure, first half	..	..	2,082,993
second half	..	..	2,866,580
			£18,326,431

VALUE OF EXPORTS.

General merchandise, first half	..	..	£4,172,363
second half	..	..	6,040,196
Treasure, first half	..	..	427,403
second half	..	..	139,357

£10,779,319

The value of the goods re-exported in the last half-year was £3,234,272.

The duties paid in the last half-year for tonnage, and on imports and exports, amounted to £245,323, against £314,144 in the first half-year. The entries of foreign vessels in the six months ending December were 558, registering 175,158 tons. Excluding the Ningpo or native boats flying foreign flags, the tonnage was thus divided:—75,976 British, 57,120 American, and 30,522 Continental, &c. The clearances numbered 526 vessels, and 161,461 tons. Of the square-rigged vessels, &c., 162 were British, 92 American, and 82 other foreigners. 17 American vessels arrived in ballast, and 18 cleared out in ballast.

Glancing down the imports in the last six months of 1860, we find that cotton and linen goods reached the value of about £1,500,000, and woollens about £250,000. Nearly half of the general imports (in value) are of European or American manufacture. Taking the leading exports, there is a large decline in the tea shipments as compared with the previous half-year, but this results, in a great measure, from the crop season falling early. The exports in the six months were, 32,230 piculs of black, and 35,980 of green; or, reduced to pounds, 9,194,761 lbs., thus distributed:—

	Black.	Green.	Total.
Great Britain	3,752,916	2,271,916	6,024,832
United States	327,706	2,582,868	2,910,574
Hong Kong and Coast ports...	40,638	42,565	83,203
Australia	176,152	—	176,152
	4,297,412	4,897,349	9,194,761

The silk shipments in the half-year were 56,219 bales, of which 25,390 bales went to Great Britain direct; 29,867 to Hong Kong, for England, the Continent, and Bombay; and 735 to the United States. There were also shipped 182 bales of coarse silk, 50 of refuse ditto, and 506 bales of cocoons, all to Great Britain.

Continental Intelligence.

FRANCE.

The papers announce that the Minister of Finances has recently entered into a convention with the Company des Services des Messageries Impériales, by virtue of which a postal service will shortly be established between Suez and the Indo-Chinese establishment at Saigon, with the embranchment of Aden to Reunion and the Mauritius, from Point de Galle to Calcutta, touching at Madras and Pondicherry, from Singapore to Batavia, from Saigon to Manila, and, finally, from Saigon to Hong Kong. This postal service will be carried on by means of twelve steamers of 3,625-horse power, accomplishing annually twelve voyages. It is thought that this maritime service will be a means of developing French industry and commerce. It is said that there is in circulation in the countries bordering the Indian Ocean 500,000,000f. of French capital. The establishment of a telegraphic line is also in contemplation, which, passing through Persia and the southern coasts of Asia, will permit merchants in the most extreme points of Europe to know in a few hours the rises or depressions of the prices of silk, tea, cotton, &c., in the Indian or Chinese markets, and to make instantaneous orders according to the demands of industry and Western consumption, as well as gain several months which are lost by the ordinary means of communication in ordering the shipments of goods.

The 5th Regiment of Marines which is to be formed will have its head-quarters and dépôt at Toulon, and will be employed to garrison the new French possessions in Cochin China. The effective force of the garrison is fixed at 2,500, under the command of Vice-Admiral Charner, exclusive of the sailors on board the squadron of the station. The force will consist of—Marine Infantry, 1,400; Marine Artillery, 200; Engineers, 150; Military workmen, 50; Gendarmes, 50; Native Infantry, 500; Native Cavalry, 150, with 200 horses. Opinions differ among military and naval men respecting the value of this new conquest, or, as it is termed, the French province of Saigon; but the more general belief is that under an intelligent, firm, and friendly administration it will become, in a few years, the most important of French colonies, Algeria, of course, excepted. No fear is entertained of resistance or revolt on the part of the natives. The country is remarkable for the rich and varied character of its products, no less than for the advantages of its topographical and geographical position. It is traversed in all directions by navigable rivers, in which the tide flows and ebbs for a distance of 186 miles from the sea-board. Some have an average width of a mile, and are navigable for vessels of the heaviest tonnage for a distance of from 80 to 100 miles from the coast. Nowhere else on the Indo-China seas is there a place to be found that offers advantages equal to Saigon for the establishment of the centre and head-quarters of a naval station. It satisfies all the requirements of strategical science; will allow of the cheap construction of graving docks, while the uplands will supply abundance of shipbuilding timber, and St. James's Cape is accessible to sailing-vessels coming from north or south, no matter what wind may be blowing. Occupying Metho, the whole of the trade of Camboja, it is anticipated, will pass by French hands, who will thus possess the supply of salt fish to the great markets of India and China, without counting the other products of the country, such as rice, ivory, silk, &c.

RUSSIA.

(FROM OUR OWN CORRESPONDENT.)

ST. PETERSBURG, June 5.

That part of the new tariff relating to imports is finished, and the plan published to elicit public opinion. The second part, touching the export articles, is now being worked out, the main principle of which is the abolition of all export duties

favours the national flag without breaking any treaty, or giving other States reason to complain. In order to favour the Danish flag and enliven the trade with distant countries, Denmark has reduced the import duty on produce direct from China and the East Indies to the extent of 25 per cent., but subject to the condition that such vessels sailed from a Danish port with cargo, one-half of which must have been shipped in such port. This measure has been tried in Finland, and a premium of 15 per cent. is now conceded on goods imported there direct from transatlantic ports. But the Finnish ship-owners find it more advantageous to ship their timber to Denmark, land half the cargo there and take in Danish produce, in order to enjoy the reduction of 25 per cent. on the goods imported into that country on the return voyage.

Letters from Kiachta state that satisfactory accounts have been received from the caravan that started from that place for Peking on the 11th of March. It has proceeded by the new route, which lies more to the eastward than that taken by the Russian Embassy. At the fourth station from Urga the road approaches the river Kerulen, winding for a considerable distance along its banks, and then turns to the south-east. On this road no scarcity of water or fodder is experienced, there being found plenty of lakes and rivulets, and the surrounding country is more densely populated than that on the western road. The caravan had proceeded through Sastave, Duschikau, and Tschado, at which latter place it joined the other high road to the capital. By taking this route the Russians can in future pass through Dolonnor, which is celebrated throughout all Mongolia for its Fair. It is situated not far from Schehe where the Bogdochan at present resides. The caravan consisted of two hundred camels laden with sundry merchandise, and fifteen two-wheeled vehicles for the passengers, drawn by camels. With this caravan the Russian-America Company sent 30,000 roubles in coin, and goods to the value of 130,000 roubles. Mongolians have contracted to carry the convoy to Peking, but only after throwing great difficulties in the way. The price demanded, however, was very moderate, viz., for each camel-load, 30 luns (one lun being 2 roubles and 15 copecks); for silver, 100 gins (each gin 3½ poods, or 140 lbs.), 6 luns, 5 for furs and 4 for other articles. The agent Iwan Alexowitch Nerpin is to remain at Peking as resident representative of the merchants of Kiachta, and, in the absence of a Consular Agent at Urga, the former Burate Kowrigin, who has been converted to Christianity and been baptised, and served for some time as a Cossack officer, is to reside at that place in a similar capacity. It is expected that the Russian Government will shortly appoint a Consul there, as it is already beginning to become a place of some commercial importance.

With reference to the late act of emancipation of the serfs, the Senate of the Empire has voted an address of thanks to the Czar. It is stated on good authority that the Senate has also passed a vote unanimously conferring on his Majesty the present Emperor the title of "the Emancipator," by which style he will be known and remembered in future ages.

Rear-Admiral Kosakewitsch I. is confirmed in his appointment as Military Governor of the newly acquired eastern provinces in Eastern Asia, and Commander-in-chief of the Russian ports on the Pacific Ocean. At the same time the distinction has been conferred on him of Aide-de-Camp in the Emperor's suite, which gives him the privilege of sending in his reports direct to the Autocrat.

From official documents we learn that the quantity of precious metals obtained from the Imperial mines in the Altai Mountains in 1859 was 958 poods, 11 lbs., 20 zolotniks of pure silver, and 40 poods, 30 lbs., 72 zolotniks of gold, together with 31,000 poods of copper.

Vice-Admirals Iwanoff, Balk, and Count Heiden (who commanded the Russian squadron at Navarino, and assisted Sir Edward Codrington in destroying the Turkish and Egyptian fleets in that port in 1826 during the war of Greek independence), are promoted to the rank of full Admirals; Rear-Admirals Struchoff, Istomin, Zavoyka, and von Glasenap to be Vice-Admirals, and seven Captains of the Imperial Navy to be Rear-Admirals. Such a large promotion is exceedingly rare in the naval annals of Russia, especially in a time of profound peace like the present.

A letter from Irkutsk of the 11th of April has been received in this city, giving another practical proof of the prospective advantages to be derived from the treaty with China. Native commercial agents from that country were expected to arrive very shortly for the purpose of examining what articles of trade

were to be had at Irkutsk, with the prices, quality, and stocks, and to study the system of payments now in use. They proposed making a considerable stay there, and then intended to proceed to the great annual fair at Nischny-Novgorod.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, June 10.

In the First Chamber of the States-General the Colonial Budget passed after some discussion but without a division. On the other hand the new postal law to which the whole country was looking forward with such evident satisfaction and with no doubts as to its coming into operation on the 1st of September next, since it passed the Second Chamber by a triumphant majority of 54 to 6, was thrown overboard by the Upper House by 20 votes against 12. The Finance Minister warned the members that a rejection of the Bill would create a profound sensation throughout the country, and he was perfectly right in his premises. Great indignation is everywhere openly expressed at the conduct of the First Chamber in thus opposing the general wishes of the people, as the Bill contained the principle of a uniform rate of postage for all distances, and was justly very popular. The Dutch are by no means an excitable nation, and are generally disposed to take things coolly, but on this subject they feel very strongly, and in many towns "indignation meetings" are being organised, to give vent to an expression of public feeling and draw up petitions to the Chamber to revoke their decision. If the question should again be brought under discussion it will in all probability be passed, as many of the members, favourable to this measure, not anticipating this defeat, were absent from the House when the division took place.

In the great antagonistic question of free cultivation and free labour in Netherlands India, a deputation consisting of Messrs. Reynst, J. O. Hemert, and J. R. Couperus, arrived in this country some months since from Java. The first of these gentlemen was formerly the Vice-President of the Court of Netherlands India, the second is Director of Revenues and Domains, and the third a member of the Supreme Council. All three are connected with each other by marriage. The Colonial Minister, being able to offer much assistance to men of such experience and influence, was obliged to look seriously about him for support, and obtain the countenance even of protectionists, *quand même*, and has found a certain Mr. Bartolo, who has published a pamphlet entitled "Free Cultivation and Free Labour," in opposition to that of Mr. Couperus, called "A Word in Reply to the Statements of the Ex-Governor-Generals Rochussen and A. J. Dymaer Van Twist concerning Free Labour."

An unfortunate accident has happened at Rotterdam to the barque *Zuerver*, Capt. B. F. Franzen, one of the vessels lately chartered by the Netherlands Trading Company. After discharging her homeward cargo, and whilst taking in ballast for Samarang, to which port she is bound, she had the misfortune to caulk over, when she filled with water and sunk. Fortunately no lives were lost on board, as the crew were enabled to escape by the jib-boom of the brig *Tonia*, that was moored astern of her, but a landsman that was employed to carry out an anchor into the stream, capsized his boat and was drowned. It happened very providentially that a gang of twenty hired hands, who were engaged in ballasting the barque, had gone to dinner a few minutes before the accident happened, or else the loss of life might have been serious. The vessel has since been got up and pumped dry. She does not appear to have received any damage, but her owners have thought it prudent to have her hauled up on a slip for close examination.

A detachment of twenty-five men, most of them non-commissioned officers, under the command of Major P. G. Anemaet, returning from leave of absence, and accompanied by Lieutenants J. Boelsums and H. W. Genger, embarked last week, at Rotterdam, on board the Dutch chartered barque *Tollens*, Capt. B. Verhagen for Java, calling at St. George d'Elmina, to take on board a further detachment to complete the reinforcement. In reply to a question put by Mr. Rickevorsel in the First Chamber a few days ago, the Minister of the Marine stated that a squadron was fitting out and would be sent with as little delay as possible to the coast of North America, for the protection of the Dutch interests in those waters. This confirms what I wrote in my last. In addition to the *Djambi*, Captain-Lieutenant Hansen, which is under orders to sail on the 16th inst., the steam-corvette *Apeldoorn*, Lieut.-Commander J.

on native produce with the exception of rags, timber, leeches, and bones. A semi-official article in the *Morsky Sbornik* contains some excellent proposals as to the means of evading the difficulties in which Russia is placed by her reciprocity treaties with other nations, and instances the case of Denmark, which Hugenholtz, is getting ready for sea with the utmost dispatch, and will sail on the 10th inst. Both these fine ships of war will proceed in the first instance to Curaçoa, which is the point of rendezvous for the whole squadron.

The king has confirmed the appointment made by the Governor-General of Netherlands India, of Mr. D. C. Noordziek, as resident of Madoioen.

In addition to the late increase in the number of salaried Protestant clergymen in India, the king has ordered by Royal Decree of the 28th ult., that two military chaplains be appointed to the European troops serving out there, at a salary of 400 florins per month, and 40 florins for forage, with a rise of 100 florins per month after each period of five years' service, and the right to claim a pension at any time on retiring after ten years' service, at the rate of 120 florins for each year of service, but not exceeding 2,400 florins.

The number of cadets entered at the military academy for the East India Army this spring, in conformity with the announcement of the Colonial Minister, as mentioned in a former letter, is far more numerous than was anticipated, being twenty-four for the Infantry, two for the Cavalry, twenty-four for the Artillery, and twenty-six for the Engineers.

Subjoined is the list of passengers to and from India:—

PASSENGERS SAILED.

Per Holland, Capt. Aufnorth, from Amsterdam to Sourabaya.—Mr. J. F. Hagedoorn.

Per Willemine Clara, Capt. Abrahams, from Amsterdam to Batavia.—Mrs. Morbotter and three daughters, Miss de Ruyter, Miss Willems, Miss Eymers, Mrs. Braams and daughter, Mrs. van Mulken, Mr. Mulder, and Mr. van Borst.

Per Cornelia, Capt. Jaski, from Amsterdam to Batavia.—Messrs. J. A. Ameln and A. Ricordo.

Per Gebroeders, Capt. de Groot, from Amsterdam to Batavia.—Mr. H. J. van Munster.

Per Kosmopoliet, Capt. Bouten, from Rotterdam to Batavia.—Mrs. van Gennep, child, and servant, Miss de Vos, Miss E. Epp, Miss A. Rudolph, Miss E. Indewey, Miss A. H. Indewey, Mr. J. C. Casembroot and son, Mr. and Mrs. L. J. van Beers de Sonnaville and two children; Messrs. H. E. van der Hout, D. Bowyer, C. A. Halverhout (Lieutenants, R.N.), A. L. Thierens (Purser, R.N.), B. Perk, H. de Val, A. Bastian, P. J. van der Heyde (Rittmeester E. I. Cavalry), F. C. Burgers and F. de Steenhuyzen (Second Lieutenants of E. I. Infantry), J. Jongbloed (Military Apothecary); a Java female, several servants and one hundred and fifty soldiers.

Per Diligence, Capt. Snit, from Amsterdam to Batavia.—Mrs. M. J. Deutz van Reen.

Per Sophie Amalie, Capt. Lourens, from Amsterdam to Samarang.—Mr. J. L. Schnitzler.

Per Tylingie, Capt. Auwehand, from Amsterdam to Batavia.—Mr. K. Dei.

PASSENGERS ARRIVED.

Per Doelwyk, Capt. van der Putte, at Rotterdam, from Banjoewangie.—Mr. and Mrs. Doormar and family.

Per Amazone, Capt. Abbink, at Nieuwe Deep, from Batavia.—Capt. A. van der Windt.

Per Dyonisia Catharina, Capt. Berkelbach, at Nieuwe Deep, from Java.—Messrs. H. J. van Spanje and J. Lambregt.

Per Eva Johanna, Capt. van Bochove, at Brouwershaven from Batavia.—Mr. Kamerling, two sailors of the shipwrecked bark *Twee Jeannes*, and twenty-seven invalided soldiers.

Per Johanna Christina, Capt. Obelt, at Amsterdam, from Batavia.—Mr. and Mrs. J. Spukerman van Wezenburg, two children, and attendants, Mr. and Mrs. W. J. Havenga, Mr. and Mrs. P. Diepenbrink, Mr. de Bruyn, Mr. G. P. Binder, Mr. H. van der Watering, Mr. T. Blumentrit, Mr. J. Brudersen, Mrs. A. Klusmann, and Miss W. de Guay-Formans.

Per Jan van Brakel, Capt. de Bawer, at Nieuwe Deep, from Banjoewangie.—Messrs. C. C. and J. G. Schot.

COMMERCIAL.

COFFEE is remarkably firm, and if the transactions have been somewhat limited, it is not owing to want of orders from purchasers, but rather in consequence of the more popular qualities beginning to get scarce, and not keeping equal to the demand. Some parcels of Java and Padang, ex *Noach* and *Joseph and Louise*, that were still in first hands, have been sold at higher prices. Ordinary and good ordinary may be quoted 1 to 1½ cents. above sale prices. To execute orders on hand common greenish Java of doubtful taste has been taken at 88 and 88½ cents. Fine coloured blue and green Java have been sold freely, and the market is cleared of these descriptions.

In RAW SUGARS the transactions in East India were large, but the prices paid were ½ fl. to ½ fl. below the figures of the March sale. The result of the company's sale of 63,461 kranjangs Java sugar at Rotterdam, on the 28th of May, was as follows:—

Standard sample.	Kranjangs.	Valuation.	Sold at
No. 9 Yellow	1,298	31½ fl.	31½ fl.
10 "	1,585	33	32½
11 "	2,225	34	35
12 Grey	2,796	34½	35
13 "	2,507	35½	35½
14 Half white	2,903	36½	36½
15 "	4,818	37	37½
16 White	15,478	37½	38½
17 "	17,573	38½	37½
18 "	7,272	39	38½
19 "	550	39½	39½

All sold; the inferior qualities and the highest numbers went rather below the valuation, whilst the middle descriptions fetched better prices, establishing a rise of from ½ to 1 florin, but still not equal to those of the March sale.

TEA in good request, but without alteration in prices. At a sale of 2,495 quarter-chests, 714 eighths, and 36 sixteenths, ex *Catharina* from Foo-Chow Foo held at Rotterdam this week, the whole quantity sold with spirit at following prices:—Congou, common, 75—81, fine, 85—93; Souchong, superfine, 116—118. Oolong, extra fine, 128; Gunpowder, 151—154; Hyssant, extra fine, 192. At another sale 800 packages of Congou ex *Thetis*, from Hong Kong, were offered, but only a part sold, 92 being paid for finest new seasons.

In DRUGS no alteration to report.

About 1,000 blocks of BANCA TIN have changed hands at rather easier rates than in my last report, the highest price obtained being 74 fl. The company have advertised 138,553 blocks for sale on the 26th inst., after which about 7,700 of Billeton tin will be submitted to public competition. The following figures will show the fluctuations in the prices of Banca tin in this market for the last twenty years:

1842 44 fl.	1847 55 fl.	1852 51 fl.	1857 86½ fl.
1843 36½	1848 45½	1853 68	1858 67
1844 41	1849 55	1854 72	1859 77
1845 55	1850 41½	1855 67	1860 80
1846 53	1851 46½	1856 82	1861 74

SALE OF SHIPS AT AMSTERDAM.

Dutch barque Anna and Helena	6,800 florins.
" ship Philip van Marnix	26,200 "
" schooner Zwalow	4,850 "
" barque Sooloo	14,100 "
" ship Johanna Maria Christina (1-32)	500 "
" ship Wilhelmina (1-20)	2,900 "
" ship Zaanstroom (4-40)	not sold
" ship Estafette (2-38)	ditto
" barque Jan Schouten (at Dordrecht)	54,000 "

THE EARL OF ELGIN AND THE GROCERS' COMPANY.

On the 5th of June the Earl of Elgin was admitted "a brother Grocer," and entertained at a magnificent banquet in the hall of the Grocers' Company. About one hundred and twenty gentlemen sat down to dinner, among whom were the Right Hon. the Lord Mayor, the Earl of Hardwicke, General Peel, Colonel M'Murdo, Mr. Thomas Bowring, &c. In reply to the Master's toast proposing his health, Lord Elgin spoke as follows:—"About this day last year was that on which the vessel which was carrying out to China the whole special Embassy met with the disaster which very nearly resulted in bringing the mission to a premature close. However, I think I may now say that we have succeeded in bringing the war with China to a termination—a result which was, in the first place, due to the gallant army, and in the next to the gallant navy, which accompanied the Embassy; for I must here repeat what I have said several times before, that though the services of the army were more conspicuous, those of the navy were not a whit less important. I believe that this country regards the Treaty with China as of sufficient consequence to have justified the risk of shipwreck to twenty embassies. As showing what would have been the feeling if the war with China had been protracted, I may mention that at a most critical moment of my proceedings I received a letter written by a friend of mine, a most eminent statesman, who stated to me that the war was most unpopular in this country; that there had been a discussion on it in a place for which I have a most profound respect, though I dare not mention it, and that in that place not one single individual said a word in favour of the war, though many said a great deal against it. That was a most agreeable communication for a public servant to receive in reference to an affair with which he had to deal at a distance of ten thousand miles from his own country. The letter went on to say that the universal opinion was that what we wanted in this country was, not political relations, which led to war, but trade, which did not. I confess for myself that I entirely adopt that sentiment; but after my experience in China I must be permitted to doubt that you can have trade with that country without political relations. You may have trade with a civilised country without political relations, but in China, if there was no convention, the authorities might at any moment refuse to allow merchants to trade at all, or impose regulations that virtually would amount to a prohibition. Some years ago a vessel was anchored in Canton, and an anniversary—the King's birthday, perhaps—occurring, the men fired a salute. A woman was killed by a wadding from one of the guns, and the Mandarin at that port said, "We will have no more trade with you till the man who fired the shot which caused the woman's death is given up." If I am correctly informed the man was given up. I should like to know what master of an English ship would in the present day give up a man for having discharged his duty, to be disembowelled, or consigned to perhaps a still more cruel fate? I repeat that I agree with those who think that it is not political relations, but trade that we want with China; but we adopt political relations as indispensable to trade. We may congratulate ourselves in having secured these; and I am happy to say that all the news which I have received from China since my return home induces me to believe that our relations are established on such a footing as that they are not likely to be disturbed in future.

Correspondence.

CHINESE IMMIGRATION TO BRITISH GUIANA.

(To the Editor of the *London and China Telegraph*.)

SIR,—Trusting that they will not be unacceptable to your readers, I enclose you a few notes anent the immigration of Chinese coolies to British Guiana.

It may be remembered that, some six or seven years since, the *Lady Elgin* and several other ships were despatched from Amoy or Hong Kong with coolies for Demerara. These were private adventures, and considered to be failures; for, as the vessels left late in the season, they made long passages, and met in consequence with a very serious amount of mortality. The present season is the second during which this emigration has been revived and carried on under the auspices of the Demerara Government. During the year 1859–60, there were despatched from Canton and Hong Kong six vessels, conveying to George Town 1,974 emigrants; of these 299 were women, and 108 male and female children; for it should be known that the promoters of this emigration insist upon its being, as far as possible, a *family* one. The casualties among the emigrants were less than would have occurred, on an average, among an equal number of persons on shore; a fact speaking volumes in favour of the agent, the inspectors, captains, surgeons, and all concerned in the transit. The first ship dispatched this season was the *Sebastopol*, which left Canton late in December, with 330 coolie passengers in medical charge of the writer. We arrived at George Town on March 28, 1861, a passage of 95 days, which includes a detention of five days at the Cape. We lost on the passage, one man and two women. During my stay at Demerara (about a month) two other ships, the *Claremont* and *Red Riding Hood*, also with coolies, arrived from China. The three vessels augmented the population of British Guiana by at least 900 male and female adults and children, their aggregate mortality having been less than one per cent.!

British Guiana, as your readers may be aware, is a rich and fertile portion of South America, watered by the Orinoco, the Essequibo, the Demerary, the Berbice, and other fine rivers, and extending from 6 deg. or 7 deg. north; southward, how far no one seems to know. Rich, I have said, but not rich in labour; fertile, I have said, yet nine-tenths of it is bush. Even now it exports 70,000 tons of sugar yearly, but has the potentiality of producing ten times as much; and had it the supply of muscle, could add another cypher to the figures used. The aboriginal Indians are few and averse to active industry; the freed negroes are lazy and averse to industry, either active or passive. Subsisting sumptuously on salted fish, with a few plantains, the negro can earn by two or three days' toil, enough to keep himself for a week. The planters of British Guiana fighting this, their battle of life, competing on the one hand with Little Barbadoes possessing a population large as their own; on the other with Cuba with its slave labour, prudently put their shoulders to the wheel, and procuring from Europe the best machinery, look towards India and China for their supplies of free labour. The Chinese immigrant's history may be considered in three stages, his engagement in China, his passage out, and his condition and prospects on arrival at his new home. Into the latter I made it my business to inquire, so far at least as the short period of a month's stay afforded opportunity. The operations of the Demerara Government by their agent, Mr. Austin, are so well known at Canton and Hong Kong, that it is almost superfluous for me to refer to them here; his depots at those places are open, and the machinery by which they are conducted, patent to all. Many in their simplicity believe that in carrying on this work, Mr. Austin has the co-operation and active assistance of the Allied Commissioners at Canton, as well as of the Hong Kong Government officials. Such, however, is by no means the case; unless, indeed, a change has of late come o'er the spirit of their dream. Sir John Bowring declared that female emigration from China was a chimera, and Sir John having prophesied, was loth to be found a false prophet, and has apparently inoculated his successor with his ideas. The Allied Commissioners, who ought to have known better, made no distinction between this free emigration, under the British flag, to one of our own colonies, and that to Cuba or to Callao; and appeared to proceed on a uniform principle of throwing as many impediments in the way of emigration in general, as they could. It is to be hoped that Lord Elgin, on his return to the South of China, may have improved matters somewhat, if only for the sake of many hundreds of starving Chinese who may be removed from a sphere where their labour is superabundant and earnings precarious, to one where men are needed and labour is remunerated.

A starving Coolie seeks admission to, say, the depot at Canton; he is received and fed, and if he has a family in the country, may also get a loan of the dollars necessary to bring them to Canton. After an interval of some days, for consideration, he is called upon to enter into articles of agreement; this is done, both in Chinese and English, in the presence of the emigration officer attached to the British Consulate, whose duty it is to see that all its provisions are fully understood by the intending emigrant. By these Fokei engages himself to work and serve as an agricultural labourer in British Guiana for five years from the date of his reaching that country. Seven and a-half hours is the time specified for labour during six days in each week; with a reservation of not less than five days to be set apart as holidays at the Chinese new year. In return for this he is to receive a free passage, a supply of clothing, and wages at the rate of four dollars per month, with food, house, garden-ground, medical attendance, and the means of corresponding monthly, free of expense, with his relatives in China, and of remitting money to them. Thus far the arrangements are proper enough; but when the ship is ready for sea, with all her passengers on board, the Custom-house authorities step in and cause needless detention, by inspecting and re-examining all the emigrants who have already been thoroughly sifted by the consular officer. This work of supererogation is avoided when ships take in their passengers at Hong Kong. During the voyage Fokei is an object of unceasing attention. The authorities have taken care to have his ship well found and ventilated; water, chow-chow, fuel, oil, medicines, are in abundance; and the surgeon is instructed to take in at the Cape such quantities of fresh vegetables, &c., as he may think advisable. Few of those on board the *Sebastopol* ever lived so well in their lives before, and some who embarked half-starved were landed at Demerara, fat as pigs. The principal sickness was from want of hard work.

Arrived at their destination, the immigrants are visited and inspected by the harbour-master, the health officer, and the immigration agent-general; the name, age, birth-place, previous occupation, &c., of each one is carefully recorded; and they are allowed to form themselves into groups of twenties, thirties, &c., for distribution to such estates as they may be allotted, and in the course of a few days are conveyed in small schooners, or steamers, or by railway, to their new homes. Families, of course, are never separated; and on some of the larger estates there are schools for the children.

The Demerara Government having passed what it calls a "Heathen Marriage Act," insists upon re-marrying each newly-arrived husband and wife, and the registrar having performed the ceremony, presents each party with their "marriage lines!" a part of the story rather puzzling to my celestial friends. This functionary, however, is a veritable Cresswell, and as readily unties the knot, should either party plead "incompatibility of temper;" the only stipulation being that the man and woman must go to the same estate.

It is at the option of the coolie at any time within a year of his arrival, to elect to be paid for his services by the task, and thus be placed on the same footing as any of the non-indentured labourers of the colony; in such a case he still gets house, garden, &c., but waives his claim to food. The industrious ones soon find it their interest to avail themselves of this option, for by it they can earn 75c. per day. Their chow-chow, &c., will at first cost them as much as \$10 a month, but as soon as they get their gardens under cultivation, and with the assistance of their yams, plantains, and sweet potatoes, raise a pig or two; their expenses will be much reduced. At the end of his first year's apprenticeship the coolie can release himself from his indenture by a payment to the colony of \$75—the cost of his passage from China. The women are not indentured, but can always find remunerative employment.

British Guiana is by no means so unhealthy a *locale* as is sometimes believed, although a stranger might imagine the reverse on inspecting the numerous well-arranged hospitals on the various estates, and the ample provision of medical attendance insisted upon by the authorities. To the Chinese, especially, the climate seems well adapted. Periodical visits are made by Government inspectors to the estates; it being the duty of these gentlemen to see that the provisions of the law are carried out, and to ascertain from the labourers if they have causes of complaint. Riding one Sunday afternoon on the railway, extending now from George Town some twenty miles towards Berbice, I was pleased at meeting with three Chinese, who got in at the Betoverwagling station: they had been out for a holiday, and had each got a piece of fresh sugar cane, five or six feet long. These men had been a year in Demerara, and pronounced it a "No. 1 fine country." On other occasions I met with those who complained that their money did not go so far as in China. Possibly the selection of emigrants made in China has not always been judicious. Generally speaking, the Hakas make better immigrants than the Puntis; as a Norfolk or Dorsetshire labourer would be preferred in the Far West to a Spitalfields weaver or Manchester spinner. One planter complaining to me of the batch allotted him ex *Sebastopol*, said he had got nine pedlars, eight barbers, one umbrella maker, one soldier, one professional gambler, but not one agricultural labourer! Surely the district between Swatow and Amoy would afford better men than can be got out of a large city like Canton; but, wherever obtained, equal care should be taken in the selection of the female as the male emigrants; small footed women do not make the best sailors; and low as the mortality has hitherto been on board Mr. Austin's ships, it has been chiefly among the women: this should not be lost sight of.

There is, and has for some time, been a large immigration of Indians from Madras and Calcutta, but in British Guiana there is room for all. Soon after the emancipation the planters introduced Portuguese from Madeira, but the supply of these is limited. The latter have prospered remarkably, and the majority are in independent circumstances, and having accumulated money, have by degrees got much of the internal trade of the colony into their hands. I am credibly informed of one Portuguese gentleman, who now owns two or three estates and much house-property in George Town. He was originally an indentured agricultural labourer. Walking up and down Water-street, the Queen's-road of George Town, we see numerous small stores owned by Portuguese, and it is too much to expect that the industrious dollar-worshipping Chinaman will, in due time, get his share of the loaves and fishes? He must not, however, expect every thing to be *couleur de rose*, or to obtain the advantages I have pictured without a fair amount of toil and labour.

May, 1861.

W. J. P.

THE EARL OF ELGIN AND SIR HOPE GRANT.

The members of the Special Embassy to China and of the China staff entertained the Earl of Elgin, K.T., G.C.B., and Lieutenant-General Sir J. Hope Grant, G.C.B., at a banquet on Thursday evening, at the Albion, Aldersgate-street. Among the company were Colonel the Hon. St. George Foley, C.B., the Hon. J. F. Stuart Wortley, the Hon. T. J. Havell Thurlow, Lieut.-Colonel Crealock, Major H. B. Loch, C.B., Dr. Home, V.C., Mr. John Loch, Donald Cameron of Lochiel, Lord Richard Grosvenor, Colonel Mackenzie, C.B., Colonel Stevenson, C.B., Major the Hon. J. Dormer, Major Biddulph, Major the Hon. Augustus Anson, V.C., Major Wilmot, V.C., Major Greathead, C.B., Captain Frank Grant, and Lieutenant-Colonel Wolseley, C.B.

MACADAMISED STREETS IN CHINA.

A French periodical, *Le Journal pour Tous*, states that the system of road-making introduced into England by Mr. MacAdam, has been in common use for centuries in China. The journal pretends to account for our becoming acquainted with the system in the following plausible manner:—When Lord Macartney went on his celebrated mission to Peking in 1792, his secretary was Sir George Staunton, whose father was a wealthy landed proprietor residing at Bristol, and employed Mr. MacAdam as his architect and engineer. Sir George returned to England in 1799, and communicated many things to the Royal Society of London, and, amongst others, this Chinese mode of making roads, which was first executed by Mr. MacAdam at Bristol, in 1801, from the descriptions given him by Sir George Staunton. The experiment proved so successful, that it has since been everywhere adopted.

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Suggestions for the insertion of information required by our subscribers will have due attention and acknowledgment.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

Post-office orders should be made payable at the Lombard-street Office, to MORTIMER WRIGHT.

The London & China Telegraph.

LONDON, FRIDAY, JUNE 14, 1861.

THE TAEPIINGS VERSUS THE IMPERIALISTS.

MR. DUNLOP, the Member for Greenock, and learned in the law, called the attention of the House, on the 31st ult., to the position of the REBELS in China, and our neutrality towards them. In substance he moved "An Address to HER MAJESTY" to instruct the British Ambassador in China to afford equal facilities for trading with the IMPERIALISTS and REBELS, and "to preserve a strict neutrality between them." After the explanations furnished by Lord PALMERSTON and Lord JOHN RUSSELL, the motion was withdrawn. Mr. DUNLOP appears to have derived his information from the official correspondence which has been recently published. Had he been guided more by the narrative of events which have been published in connection with Admiral HOPE's expedition up the Yang-tze-Kiang, through the heart of the Rebel districts, we think he would have found more satisfactory proof that our policy in China has been distinguished by a desire to treat the REBELS as the *de facto* rulers of the provinces of which they have gained possession, the only stipulation being, "Do not oppose our progress through your dominions." This was placing them on the same footing as the IMPERIALISTS, our course towards them having been precisely similar. A reference to the notification issued by Commander APLIN, of H.M.S. *Centaur*, published in the *London and China Telegraph* of the 13th May, very clearly illustrates this. The notification of Mr. PARKES also says, "that all intercourse held with any place in their (REBEL) possession will be conducted under such conditions as the insurgent authorities, with the approval of the senior naval officer, shall think proper to prescribe."

That we should lay ourselves out to trade with both powers is undoubtedly the only correct course open to us, but in a case similar to the threatened attack on Shanghai where the lives and property of British subjects were at stake, we could not have acted otherwise than to warn them off. We may venture to say that no resident at that port, at the time, thought otherwise, excepting a small number who had an interest in the spoliation which would have followed a REBEL occupation of the city. Had the Insurgents shown more fitness to govern when in possession of Shanghai in 1854 it might have been otherwise, but, unfortunately, all our experience proves that the main object which incites them to action is far indeed from being a patriotic one, and that a desire to plunder and grow wealthy on their spoils, is the ruling motive by which they are actuated. The discussion which has taken place in the House will probably give a more decisive character to the instructions issued to our Ambassador in China, on the necessity of maintaining a neutral policy; it will certainly do good, by giving greater ventilation to a subject on which so much misconception exists at present in this country. It is only gross ignorance, or the indulgence of a delusive dream, which can lead any Englishman to vindicate the part now being enacted by the Insurgents. It will not do to say that the Tartar Government being evidently rotten, any other Government will prove a boon to the Empire. The Devil, in "Paradise Lost," speaks of finding in the lowest deep, a lower deep, and certes that lower deep is at present occupied by the Taepings. If by any happy chance a change should, in the future, come over the REBELS, it may be expedient for us to alter our policy towards them; as it is, it would be injurious to the commercial interests of England to swerve in the slightest degree from the strictly neutral attitude we have assumed.

AFFAIRS IN JAPAN.

THE correspondence arising out of the recent disturbances in Japan has just been printed and presented to Parliament. It will serve to refresh the memory of those who have been already made acquainted with the facts to which it refers, but these documents will afford but a partial view to readers who bring no previous knowledge to bear upon the subject. If, as we have all along maintained, Mr. ALCOCK and his colleagues committed a blunder in leaving Yedo and taking up their quarters at Yokuhama, they have the rare advantage to boast of that that blunder has apparently resulted in success. The man who makes a foolish venture and gains in spite of his folly is certain to proclaim to all the world how wise he has been, and Mr. ALCOCK's official correspondence betrays a somewhat undignified exultation when he relates how, in spite of the American Minister's predictions, he has been able to return to Yedo with flying colours. We give our British Envoy credit for being a very clever man,—

"He knows what's what, and that's as high
As metaphysic wit can fly."

He has a considerable command of language, great facility in detecting any flaw in the arguments of an opponent, and a happy art of giving a plausible colouring to his own. In a long letter to Mr. HARRIS, he seizes with rare dexterity upon the weak points of that gentleman's arguments in favour of remaining at Yedo, and throws into the background the really strong reasons which induced him to stay at the capital: and this is done so ably that while under the fire of his adversary Mr. HARRIS is made to appear rather foolish. The small bickerings of small men, the jealousies and contentions which so often disturb the equanimity of private life, seem strangely out of place in an official correspondence. Yet it is absurd enough to be amusing, to see how the Ministers of the two greatest countries in the world can engage in the same kind of foolish sparring in which Smith and Jones, and their respective wives, are apt to indulge across the street. Do not let us be misunderstood. We are perfectly aware that the expression is altogether different in the one case to what it is in the other, but the spirit is the same, and there is more than one touch of personal feeling in Mr. ALCOCK's correspondence with our Foreign Secretary which shows how nettled he is with Mr. HARRIS, and how pleased he is to disappoint his predictions by returning to Yedo in triumph. We do not see anything in Mr. HARRIS's reply to make us doubt but that he would have acted in the same way if the tables had been turned. The impression left on our minds by the perusal of this correspondence is, therefore, not a pleasant one. From one of the despatches from Lord JOHN RUSSELL to Mr. ALCOCK, it would appear that there is some doubt as to the entry of British subjects into Yedo on the 1st of January next as stipulated by treaty. The following is the extract alluded to:—

"I should wish to have your opinion, whether it is desirable to insist upon the provision of the treaty which admits of the residence of British subjects generally in the capital of Yedo after the 1st of January, 1862. In forming an opinion upon this point, the somewhat analogous case of Canton will naturally occur to your mind; and, whatever course should be decided on, the expediency of guarding in Japan against similar irritating discussions on such a point as those which have prevailed in China must constantly be kept in view."

The details of trade at Yokohama are thus given:—

"The exports of 1860 were of the declared value of £824,000, more than half of which left in British vessels; the imports in British vessels were of the value of £133,000; and those in American, Dutch, and French vessels, £65,000; 103 merchant-vessels, of 40,905 tons, entered the port, 52 of them British vessels, of 21,724 tons. British vessels paid import and export duties and shipping dues to the amount of £30,000; American, Dutch, and French vessels, to the amount of £24,000. With the exception of spelter, dyewoods, and a few medicines, the Japanese have not been in the habit of buying our imports to any considerable extent, until, through the stoppage of business at Shanghai last year, cottons and woollens were forced into the market."

With the exception of these statements, there is nothing in the papers which requires any further remark, nothing which throws fresh light upon a subject with which all our readers are familiar. We believe that every important point referred to has been already fully considered in our Journal, and the main value of this correspondence is, that it comes to us with the authority of a Parliamentary document.

MR. MOSS'S CASE.

We are now in a position to state that Lord JOHN RUSSELL has instructed Mr. ALCOCK to invite Mr. MOSS back to Japan, and also to remit the fine imposed upon him. We also believe that instructions will be sent to compromise the claims of Mr. MOSS, which have been entered in the shape of an action in the Supreme Court of Hong Kong. Our readers will remember the earnest manner in which we condemned the proceedings of Mr. ALCOCK as illegal and arbitrary, and it is satisfactory to find we are now confirmed in our opinion by the law officers of the Crown.

THE NEW STEAMERS FOR CHINA.

The directors of the "China and Japan Steam Navigation Company," after the allotment of the shares on the 30th ult., invited tenders for building six steamers. The preliminary arrangements of the "China River Steam Navigation Company" are progressing. Two new vessels have been ordered here, and two in America by private firms in the China trade. The paddle steamer building by Messrs Mare and Co., of Blackwall, for Messrs. Dadaboy, Nourojée, and Co., will be ready for launching next month, as also the one building for Messrs. Jardine, Matheson, and Co., at Birkenhead. The tow boat for the Shanghai river, building under the superintendence of Captain Macfarlane, by Mr. Laird, will be shortly ready, and by the size of her paddle-wheel and suitable model, she bids fair to prove an efficient tug. The launch of the screw steamer building on the Clyde for Messrs. Apcar and Co., will take place about the 28th inst., and we understand that a paddle steamer has been ordered by the same firm to be built on the Thames, for the Coast of China. The screw boat for Messrs. Lapraik and others; building by Messrs. Wingate and Co., Clyde, is in a forward state, as also the one for Messrs. Lyall, Still, and Co., but the builders in this country try the patience of superintendents, who have been in China, by their slow progress.

CHINESE IMMIGRATION TO BRITISH GUIANA.

We refer our readers to a valuable letter in another portion of our columns on the subject of Chinese Immigration. It is written by an eye-witness on board the *Sebastopol*, who has carefully investigated the subject, and we are glad to find that his independent examination of the question leads him to adopt the same views which have been always maintained in this journal. It was well that the West India Committee in Demarara selected such a man as Mr. Austin for their agent in this important undertaking. His admirable arrangements have hitherto been attended with the most marked success; and nothing can be more striking than the difference between the forced and odious system of the "trade" from China to Cuba, and the free system which is now being carried out under the auspices of the Demarara Government. From the statements in the letter, we find that the immigration of Chinese to Guiana has been accomplished with a mortality of less than one per cent., a proof that with proper management the system may be adopted on a large scale without any evil consequences. Indeed, the constitution of JOHN CHINAMAN is far more adapted for such a change than that of the Indian coolies; and we observe that in the two last arrivals at Trinidad from Calcutta, the mortality on the voyage has been at the rate of 15 and 20 per cent. Part of this may, of course, be owing to the bad accommodation on board the vessels; but the greater part is, we believe, to be attributed to the Indian constitution.

THE CHINA MAILS.—In reference to the letter which appeared in *The Times* of the 12th, on the subject of the proposed stoppage of the bi-monthly mail to China, it is necessary to repeat what has been already noticed in this journal, viz., that measures are in progress for inducing Government to continue the mail, the result of which will in due time be announced.

PARLIAMENTARY PAPERS have been published containing the despatches of Mr. Parkes and Admiral Hope on the condition of the rebels up the Yang-tze-Keang, which fully confirm the opinions expressed in our leading article of this date as well as in previous numbers of the journal.

Parliamentary Intelligence.

HOUSE OF COMMONS.

CHINA.

(31st.) Mr. DUNLOP moved that an address be presented to Her Majesty praying that she will be graciously pleased to instruct her representative in China, in the exercise of an impartial neutrality between the two contending parties in that empire, to afford to British subjects equal facilities for commercial intercourse with both, and to seek to maintain a friendly understanding, for the purposes of trade, not only with the Imperial Government, but also with the *de facto* rulers of provinces which Her Majesty's subjects have occasion to trade in, or to pass through, for commercial objects, so as to avoid all unnecessary risk of interruption of traffic or hostile collision. The hon. gentleman said that in two instances British ships had fired upon forts in the hands of the insurgents. One was in 1858, under the very eye of Lord Elgin, and the other was at the ports near Shanghai. That would not be considered as neutrality. We were now hiring our troops at Shanghai to the Imperial Government. This put it in the power of the Emperor of China to boast to the insurgents that the Queen of England was one of his sovereign vassals, giving him our troops and receiving pay for them. So much with regard to military neutrality. In reference to neutrality as to matters of trade, he might state that on the 8th August, 1860, a notice was issued by the British Consul at Shanghai, warning British subjects not to hold intercourse with the insurgents, as it would be a violation of international principles to do so until they were recognised by Her Majesty. How could that be considered neutrality? What would our merchants at Liverpool say, if this principle of international law had been applied to the States which had seceded from the Union in America? The insurgents had always been anxious to be on good terms with us, and to them no such atrocities as those committed by Commissioner Yeh could be charged. The hon. gentleman concluded by expressing a hope that the noble lord the Secretary of State for Foreign Affairs would give the House some satisfactory explanation on the subject.—Mr. BAXTER, who seconded the motion, said that on a careful consideration of the papers on this subject he was convinced we were not pursuing a system of perfect neutrality. He contended that the character of the Taepings had been misrepresented.—Lord JOHN RUSSELL said that what happened two years ago had nothing to do with the present state of affairs, which was quite different. The case at present was, that Lord Elgin, having given directions that that part of the treaty which said that the river Yang-tze-Kiang should be open for trade, made a provisional arrangement with Prince Kung for that purpose, and Sir James Hope went up the river, and at Nanking he made an agreement with the chief of the Taepings, and engaged to observe neutrality between them and the Imperialists. Our object was to promote our trade as much as possible, and to endeavour both to act a neutral part and as far as we could to preserve peace. The accounts which the Government received from China certainly betokened an improvement in our relations with both parties. He had that morning read a letter from Canton, which stated that the Customs duties were regularly paid, and that in every difficulty that arose the Chinese authorities showed a disposition to remove all obstructions to our intercourse with the natives. Mr. Bruce had arrived at Peking. He had desired that there should be no sort of ostentation in his reception; for he said that he was merely going back to a place where he had been before, and his entry had been quite private, but every civility had been shown him by the authorities. He (the noble lord) submitted that when neither the Tartar dynasty was strong enough to put down the rebels, nor the rebels to overcome the Tartar dynasty, it was no part of our duty to take the one side or the other.—Mr. BUCHANAN saw no reason to think that the indemnity would be withheld; but he would be a sanguine man that should venture to think the balance of payments would be in favour of this country. We must keep up a large force in China, and it was more probable that we should have to send out money than that we should have to receive it. The question was, therefore, a very serious one—how far our policy had tended to increase our difficulties? It appeared to him that we had entered into a Treaty with a Power which was utterly powerless. The Imperialists, with whom we had made a Treaty, were the weakest of the parties in China; and the Taepings were certainly not chargeable with that apathy and contempt of all foreigners which marked the adherents of the Tartar dynasty. One most obvious breach of neutrality was the undertaking into which we had entered to collect the dues for the Tartar dynasty; for what would the Imperialists have thought if we had made the same kind of treaty with the Tien-Wang at Nanking which we had made with Prince Kung, and had appointed Supervisors of Customs for him? The English merchants were chargeable with the opium traffic, but in other matters they were as fair and honourable a class of men as any in the world. There was one point in which the new Customs system would injuriously affect the British trader. The assessors were joint—namely, English, American and French—and the two latter would have ample means of obtaining an insight into all the secrets of our trades. He thought it was the height of simplicity in our Government to consent to such an arrangement. Another defect was that the British merchant was to be deprived at all the Chinese ports of his natural protector, the Consul. Mr. Bruce had declared that the Consul was not to interfere with trade questions, which were all to be referred to himself.—Mr. S. FITZGERALD found fault with the regulation that an English vessel proceeding to one of the open ports in the possession of the Rebels was bound to go into one of the ports in the possession of the Imperial Government, and pay dues to them. He also thought our position at Shanghai was a very peculiar and dangerous one. It appeared that British troops were kept at Shanghai for the protection of the place against any attack by the Rebels.—Lord PALMERSTON thought the objections against the collection of the Customs duties in China by British agents were not well founded. In the first place, those British subjects were not acting under the authority of the British Government, but were lent to the Chinese Government, and were responsible to the Chinese authorities for their conduct. It had been complained that they were not placed under the authority of our Consuls, but he did not see there was great fault to find in that respect. It was thought best to place them immediately under

the authority of Mr. Bruce. Generally speaking, no doubt it was an unusual course that British subjects should be chosen to collect the Customs of the Chinese Government, but the fact was that not only could no dependence be placed on native officials, but we had a direct interest in seeing these Customs duties properly levied, because out of them was to be paid the indemnity stipulated to be handed over to England by the Chinese Government. The circumstance mentioned by Mr. Fitzgerald was not known to the Government, but it was one worthy of consideration and inquiry.—Mr. WHITE thought that the regulation with regard to English vessels, if persisted in, must lead us into some contest with one of the contending parties. For his own part he believed the sympathy which had been called forth in this country for the Taepings would never have existed if people only knew, as he did, what a desperate set of low ruffians and scoundrels the Taepings were.—Colonel SYKES said the speech of the noble lord the Secretary of State for Foreign Affairs had failed to satisfy him that the English Government had observed a policy of perfect neutrality. With regard to the Taepings, the hon. and gallant gentleman observed that under them trade and commerce had sprung up, while in several instances where Imperial rule prevailed the reverse had been the case. He wished to know how long Shanghai was to be occupied by British troops, because if they remained there for any length of time the cost to this country would be greater than the money it would receive in the shape of indemnity from China. Our object ought to be to conciliate the Taepings, who were a vast body of people, consisting of one hundred millions, with five millions of armed men.—Mr. DUNLOP then withdrew his motion.

OPENING OF THE YANG-TZE-KIANG RIVER.

(June 10th.) Colonel SYKES asked the Secretary of State for Foreign Affairs whether the report from Mr. Parkes of his four interviews with the Taeping authorities at Nanking, to which reference is made in Commander Aplin's letter, dated the 2nd of April, 1861, in the China correspondence, respecting the opening of the Yang-tze-Kiang River, would be laid upon the table of the House.—Lord J. RUSSELL was understood to say that the report had been received, and the substance of it given in the papers already produced.

THE CASE OF MR. MOSS.

(10th.) Mr. Ald. SALOMONSON asked the Secretary of State for Foreign Affairs if any decision had been come to in the case of Mr. Moss, sentenced by Mr. Alcock to fine, deportation from Japan, and imprisonment at Hong Kong; and if he was prepared to lay any papers on that subject upon the table of the House. Lord John RUSSELL was again inaudible, but it might be gathered from two or three unconnected words that he did not deem it proper to lay the papers on the table, as the question had given rise to legal proceedings at Hong Kong.

THE ROYAL GEOGRAPHICAL SOCIETY.

At a recent meeting of the Royal Geographical Society at Burlington House, Lord ASHBURTON, the president, in the chair, a paper was read from Mr. ALCOCK, H.M.'s Minister in Japan, giving an account of a journey from Jedo to Fusi-yama, the sacred mountain of Japan. Previous notice had been given, and from the interest which attaches at the present time to everything connected with Japan, a very large and distinguished company assembled to hear this paper read. The difficulties which Mr. Alcock had to overcome before he could remove the prejudices from the minds of the native authorities to foreigners making this journey, were first related. After these had been cleared away, everything connected with the expedition went on smoothly. The Japanese fears of unlucky days, and their other superstitious notions vanished in a moment, and proper preparations were made for a suitable reception being given to the Consul-General and his company. Mr. Alcock goes on to describe the formalities which attended his career through the different principalities *en route*, and intersperses in his narrative many interesting details relating to the internal arrangements and economy of the natives. Then, again, he gives us the whole story of Japanese bathing over again; he describes how he saw the population, male and female, luxuriating in the public baths together, joking and gossiping, probably, over the scandal of the place.

After this paper was read the Earl of ELGIN, at the President's request, addressed the meeting. His lordship commenced by saying that although but just returned from those parts, he felt that he had not much to say in addition to that which had already been said in Mr. ALCOCK's paper; but after a compliment to Captain Sherard Osborn, who had safely conveyed him both to Jedo, in Japan, and to Han-kow, on the Yang-tze, his lordship proceeded to give his opinion on the Japanese diplomats, which was very amusing. He found them not only very shrewd in argument, but also very ready to give up a point when they were overcome, and especially quick to appreciate a joke. His lordship said that when on his voyage to Jedo, the vessel was to anchor at Kanagawa; on finding plenty of water there, Captain Osborn and himself agreed to try the lead further, and steam up to Jedo itself. But the Japanese here encountered them with various pleas and excuses to get them to "go back"—that, said Lord Elgin, is not the way the English do. Then there was no anchorage—he pointed to their own vessels riding securely at anchor in the bay. But provisions could not be found—the answer was, we did not come here to eat and drink; so, after these frequent repulses, the Commissioners smiled and said no more of their returning.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The forty-first half-yearly meeting of the P. and O. Steam Navigation Company was held on the 4th inst., when a dividend of 3½ per cent. for the half-year, free of Income-tax was voted. The Directors' Report is as follows:—

No material change has taken place in the distribution of the fleet during the last six months; it will be observed, however, that the *Mooltan* has been placed on the active list, and that the *Ripon* is under repair.

The *Mooltan* has not yet made a sea voyage; the directors, consequently, abstain from expressing an opinion as to the amount of success that may ultimately attend their endeavour to effect, by new appliances, an important saving in the consumption of fuel in this ship, as compared with

other vessels of her class. The trip from the Thames to Southampton was quite satisfactory; and as every arrangement tending to enhance the comfort of passengers has been introduced in this vessel, it may be confidently expected that she will acquire a high character in the Company's fleet.

The *Ripon*, it will be remembered, was the first of the large class of iron vessels built by the Company eighteen years ago, when the comparative merits of wood and iron as materials for ship-building was a question that had to be solved by experience. The directors, after much anxious consideration, decided in favour of iron, and the *Ripon* has proved so sound a ship that it has been decided to lengthen her by the bow, to fit her with new boilers, and to apply to her machinery the recent improvements to secure economy of fuel.

Since the date of the last report, the *Chusan*, *Azof*, and *Granada*, then under charter to the English Government in China, have been paid off; but the *Shanghai* remains in the service of the French Government, and the French Admiral has also chartered the *Formosa* and *Granada*.

It was stated in the last annual report that the directors had submitted to the Government a proposal for the consolidation into one contract of the postal services between this country and India and China, leaving it terminable, on twelve months' notice from either party. This proposal was objected to, but alternative plans were submitted, and an arrangement was concluded, still terminable on twelve months' notice, under which the Company are to receive a moderate rate of subsidy for certain branches of the service, which, at a period when the cost of fuel was comparatively low, they had performed without aid from the Government.

The most important of these branches was a line between Bombay and China, which being made to alternate with the monthly or contract line, furnished a complete fortnightly communication between England, the intermediate places on the trunk line, and Penang, Singapore, Hong Kong, Shanghai, &c.; and as the Government enjoyed all the privileges of the contract on this line, namely, the conveyance of the mails free, and of official passengers at reduced rates, the directors constantly kept a claim for some remuneration before the authorities.

This claim for past services has been adjusted by the payment of £12,000 in respect of the twelve round voyages performed in the year 1860.

Previous to the conclusion of the above arrangement, the directors had given notice to the Government that the Company would not have occasion to despatch the vessels on this branch regularly as theretofore, but only as their commercial traffic might require. It was eventually agreed, however, that the line should be carried on for six months certain, from the 1st January last, the Company receiving £2,000 for each round voyage, or at the rate of £24,000 per annum, subject to discontinuance on two months' notice.

That notice has been served on the Company, and the consequent reduction of the China Mail Service from a fortnightly to a monthly one has been officially announced by the Postmaster-General.

The directors had thought it unlikely that the Government would forego the advantage of a communication kept up at so small a cost, for it would appear, from the official reply to a question in the House of Commons, that the line has yielded £12,000 a-year in postages (or half the subsidy agreed upon); so that, without estimating collateral advantages, or the probable increase of correspondence owing to the peace with China, its continuance would only cost the country £12,000 per annum, or £500 for each homeward and £500 for each outward mail.

The directors referred, in the last annual report, to the depressed condition of the trade with India and China; and it is unfortunate that at the very time they have succeeded in placing vessels of large carrying capacity on the China line the state of the market in Europe should have led to a very considerable diminution in the export of silk from that country, the steamers for the last three or four months having left Hong Kong with half cargoes only.

THE COMPANY'S FLEET.

Southampton and Alexandria Line.				Tons, Customs' Horse Measurement power.			
				Brought forward 55,780 ... 13,691			
1. Mooltan	2257	400	Screw	Ceylon and Sydney Line			
2. Pera	2014	450	"	37. Jeddo	1632	450	Screw
3. Ceylon	2020	450	"	38. Benares	1491	400	"
4. Indus	1950	450	Pad.wheel	39. Northam	1380	400	"
5. Delta	1618	400	"	Hong Kong and Shanghai, and Hong Kong and Koolow Lines.			
6. Ellora	1573	300	Screw	40. Aden	813	210	Screw
7. Sultan	1124	210	"	41. Azof	710	180	"
Peninsular Line.				42. Cadiz	816	220	"
8. Tagus	752	286	Pad.wheel	43. Chusan	699	80	"
9. Alhambra	642	140	Screw	44. Manila	646	60	"
Marseilles and Alexandria Line.				45. Rajahmundry	537	86	"
10. Vertis	751	260	Pad.wheel	Aden and Mauritius Line.			
11. Massilia	1640	400	"	46. Norna	969	230	"
12. Euxine	1165	469	"	47. Ottawa	1274	200	"
13. Valetta	832	260	"	Bombay Harbour Service.			
Calcutta and Suez Line.				48. Mazagon	86	45	Pad.wheel
14. Simla	2410	630	Screw	Under Charter with French Government.			
15. Colombo	2127	450	"	49. Formosa	675	135	Screw
16. Bengal	2185	465	"	50. Granada	561	160	"
17. Nubia	2005	450	"	51. Shanghai	546	100	"
18. Nemesis	2018	600	"	Under Repairs.			
19. Candia	1942	450	"	52. Ripon	1935	450	Pad.wheel
20. Malta	1942	500	"	Transport, Store, and Coal Ships.—Hong Kong and London—Suez—Aden—Hong Kong—Gibraltar—Alexandria—Melbourne—King George's Sound.			
21. Hindostan	2017	520	Pad.wheel	53. Haddington	1460	—	Sail ship
Suez and Bombay, and Bombay and China Lines.				54. Precursor	1817	—	Store
22. Singapore	1190	470	Pad.wheel	55. Zen bia	900	—	"
23. Ganges	1190	470	"	56. Fort William	1800	—	"
24. Pottinger	1350	450	"	57. Santa Anna	1500	—	Coal
25. Pekin	1182	400	"	58. Ariadne	900	—	"
26. Oriental	1787	420	"	59. Clara Symes	900	—	"
27. China	2010	400	Screw	60. Larkins	1000	—	"
28. Enue	1538	300	"	Total.....80,756 ... 17,111			
29. Columbian	2112	500	"				
30. Salsette	1491	400	"				
31. Bombay	1186	275	"				
32. Madras	1185	275	"				
33. Orissa	1646	300	"				
34. Nepal	796	200	"				
35. Behar	1603	300	"				
36. Union	340	60	"				

Spirit of the Press.

THE EFFECTS OF THE NEW TREATY.

We should be ungrateful if we did not call attention to the efforts which are now being made to obtain the full fruition of our Chinese treaties. We have been constantly urging the prompt opening of the new ports, and the exercise of our recently acquired right to go through the country upon commercial enterprise. We have been continually counselling expeditions up the Great River, in order to arrange for the safety of its transit, and to accustom the dwellers upon its banks to the sight of European ships of commerce and European traders. All this has now been done. Admiral Hope's expedition up to Hankow, 370 miles from the mouth of the river, has been as much, and perhaps rather more, a commercial than a naval enterprise. The object was not so much to force a passage through the heart of China as to conduct our traders up the country in a manner which should impress the Chinese with the belief that these merchants are the subjects of a great and powerful nation, under whose protection they trade, and whose good name they are bound to vindicate by fair dealing. With Admiral Hope went many companies of merchants from the commercial ports. Some are now working their way across the country, intending to pass through Thibet, and to organise as they go a complete chain of commercial communication between the interior of China and our possessions in India. Others confined their attention to the commercial capabilities of the provinces through which the Great River rolls. A deputation from the Chamber of Commerce at Shanghai viewed with the eyes of practical commercial men the whole system of "business" as it is transacted in the heart of the empire, and the result of the examination is now before us in a report, signed by Messrs. Hamilton, Mitchell, and Ballance, and addressed to the Chairman of the Shanghai Chamber of Commerce. In a commercial point of view this is the most interesting and the most important document that has appeared in our age. In plain and unattractive language, and in columns of dry figures, it reveals the whole mystery of the workings of industrial China. It is too technically commercial to yield its information to the general reader, and too long and statistical for the columns of a newspaper; but it is a document which our men of commerce and our men of statecraft ought to study. What we have hitherto seen only in its results we now see in its causes. We see now whence came and whither went those exports and imports which for so many years came out and went in at Canton. In the very centre of "the Flowery Land," high up in the great cities, these English merchants came upon the cotton goods which had been imported at the far-away southern port of Canton, and had been divided into smaller packages in order that they might be carried on men's shoulders over the mountains which divide Canton from the central waters. They are able to compare the prices which these goods commanded in the interior with their cost at the seaports, and they calculate upon these data the amount of burdens which they have undergone during their inland transit. This calculation is probably fallacious; in barter, we cannot tell whether in these transactions they have been fairly estimated. We know that Russian cloths are sold at a profit in China, though at a price lower than they are made for in Russia; but this is because they are bartered at a higher price against teas which are estimated at an unnaturally high price, so that the purchaser of the cloths can afford to sell them at a much lower real price than he nominally paid for them in tea. So it may have been with these cottons, and so we suspect it must have been. Again, these gentlemen found in this central part of China the emporium where the teas were collected for manipulating and packing for Canton. We have here come upon the hive itself whence we have for so long a time been through devious and dangerous paths getting our supplies of honey. All this tea is lying upon the tributary waters of a river which descends with a moderate current to our own ships lying at its mouth, which, as these gentlemen have shown, can be navigated without danger from flood or shoals for nine months of the year, and which during every month is ascended by the cumbrous native vessels. The valley of the Yang-tse is known to be one great coalfield. The Rebels were long ago found to be copiously supplied with this mineral at Nanking, and the members of the Shanghai Chamber of Commerce found the distillers of Woohow burning great quantities in the production of the raw spirit which the Chinese use. What may not this coal be worth to us, with such opportunities of access, and such facilities for covering the river with our vessels? In the cautious and temperate language of the counting-house we do not expect to find great promises of future results, nor would it have been wise in these gentlemen to encourage our commercial community to make hasty and indiscriminate adventures in these untrodden provinces. But they have stated enough to show that we must prepare for an entire revolution in all our trade with China. They found that at Hankow the dealers were unanimous in saying that if Hankow were opened the teas hitherto grown and prepared in the neighbourhood of the Tangting Lake would be sent there instead of to Canton. Kewkiang and the Poyang Lake, which it commands, the deputation hold in great commercial value. Into this lake, they say, fall numerous navigable streams running through the rich black tea districts, and it is connected with canals which traverse the whole of the green tea districts. "It is, in short, the centre of a most extensive and important network of river and canal communication, brought to a very high state of perfection by the Chinese in more prosperous times." It scarcely requires a mind educated to commercial operations to appreciate the importance of all this commerce being taken from its old course, released from the necessity of traversing mountains on the backs of men, and placed at once on a broad waterway, whence it must descend without hindrance or extortion to the ships which are to bear it to Europe. It places us in a position to buy tea as cheap as the Chinese can grow it, and to sell them cotton goods as cheap as we can make them.—*The Times*.

ENGLAND'S POLICY WITH REGARD TO CHINA.

Our House of Commons, which claims to unite all power with all dexterity, and which is always ready to rend the oak or to pick up the pin, undertook on Friday last to settle the internal affairs of the Chinese Empire. It is a task for which its members are not, perhaps, eminently qualified, either by education or by position; for, with the exception of

our professional statesmen, those who know anything about the matter have for the most part strong private interests involved, and those who are likely to be impartial are in danger of being altogether uninformed. The House, however, applied itself with a serious alacrity to the solution of all the great social problems of government and commerce which remain yet unsolved in China. As might be expected from the unequal resources of the different minds brought to act, the views were very various, and the facts much controverted; but the conclusion arrived at was most wise and most sound. There was universal agreement that, however clearly we all see our way to the regeneration of China, it is in every respect desirable that we should in no way meddle in the matter. Even those who regard in the rebels of the South a sect of Christians struggling towards the truth, and fighting for liberty, do not propose that we should join forces with them and help them to extirpate the Tartar race. Even those who see in the Imperial system a venerable Government, strong in moral force and capable of being regenerated, do not urge us to play Hercules to this Royal taskmaster, and to clear China of all robbers and monsters. Differing upon every fact, and avowing the most discordant sympathies, the speakers in this debate were yet happily and wisely unanimous in their advice to do nothing. No one, however, took the trouble to remind the House of Commons that China, with all her short comings and all her many intestine commotions, is at this time very much what she has always been, and what in the nature of things we must always expect her to be. She is as large as Europe. There is no period of her history when she has been at peace in all her provinces. Sometimes she has been divided into many kingdoms, sometimes split only into two, sometimes united by conquest into one; but there never was a time, if we look back even into the doubtful records of early Chinese history, when there was peace throughout this enormous district, when no rebel army was in the field, and no strong pirate afloat. We may say as much for Europe. Let the historical members of the House of Commons put their hands upon the year when there was no war raging, no insurrection smouldering throughout Europe. In this favoured quarter of the world, where Christianity and civilisation prevail, let us turn to that white page on which no drop of blood has left a stain. When we can do this we shall have more right to prescribe for the social disorders of the Chinese, and to speak dogmatically about the atrocities they commit. If we should hold ourselves responsible for all the doings of the great European family, the Chinese might find topics for retort which might temper the conceit of even such critics as Mr. Buchanan, hostile to the Imperial rule, or Mr. Baxter, credulous of Taiping Christianity. The fact is that no aggregate of 300,000,000 of human beings was ever yet without disease in some of its members. The form in which this inevitable evil now appears in China is that of a sanguinary and a predatory sect. It is our own fault if we cannot by this time appreciate this movement. The Taipings have been for ten years seated in the heart of the country. If they had been Christians they would long since have sought some fellowship with the Christian missionaries, from whom, in the first instance, their leader derived vague notions of the Christian system. If they had been politicians, they would have attempted to build up some political system within the large area they have for such a long time occupied. If they had been social reformers, they have had full opportunities of time and power to put their theories into practice. Nothing of all this, however, have they done. They have constructed nothing, and they have attempted to construct nothing. They have overspread the country like locusts, and when they have eaten the fields bare they have left them so. Their religion is a horrible parody, their patriotism consists only of giving no quarter even to children at the breast—such was their boast at Chekiang—and their early moral denunciations against opium-smoking and incontinence have given way to the practice of universal licentiousness. This Taiping rebellion is now nothing more than the natural outbreak of the humours of a vast political body. It is useless, therefore, to discuss its merits or demerits. In some form or other we must have it. Drive it in to-morrow, and it will re-appear in some other form. It is the same question which embarrasses us at home—it is crime. It has, indeed, manifested itself in the most inconvenient shape which, as regards our present interests, it could possibly have assumed. As birds and insects select the ripest and the richest fruit, so this predatory force has selected the richest portion of the Chinese Empire. Where the great cities are—where commerce has gathered together her hoards, and where the old traditional system of trade was in operation, there the robber naturally fixed himself. If this had happened in Szechuen, or Yunan, or in Shantung, it would have been nothing to us; but it affects us materially when these people fix themselves upon the great river up which we desire to pass to trade, and it embarrasses us greatly when they insist upon periodically plundering the large cities with which we are entering into commercial relations. If they would conquer them, occupy them, and govern them, it would be no concern of ours to whom we pay the dues. But this is not their habit. Unless bought off by sufficient ransom, they plunder and destroy, and they produce the further inconvenience of calling forth Imperialist armies, who, being ill-paid and ill disciplined, only double the evils produced by the rebels. There is a point at which even a plunderer upon land may come to be reasonably considered as *hostis humani generis*; and many have thought that this point has been already reached by the Taipings. We, however, have always treated them with an unswerving neutrality. When we first met with them at Shanghai city our relations with them were almost cordial. At any rate, our intercourse with them was sufficiently close to enable our merchants to recognise in their leaders all the refuse of the Chinese population of the European settlements. Our sailors when off duty sometimes worked their guns for them; and, as the mandarins were then uncivil, we generally sympathised with the Rebels. Our policy, however, was what it now is—to keep both parties away from our settlements. The European settlement of Shanghai is a mile distant from the Chinese walled city. When the Imperialists directed their cannon so ill that their 32lb. shot knocked away the bales of silk from under the noses of the silk inspectors, the settlement turned out, attacked the Imperialist camp, and drove the besieging army in a horrible fright as far as Soochow. When the Rebels the other day desired to take the Chinese city, the English and French drove them in their turn back from the city. The French have an especial reason for objecting to the inroads of the

Taipings in cities where they locate themselves, inasmuch as the Taipings are accustomed to kill Roman Catholic priests, affecting to take them for Buddhist Bonzes; and we fear that the Protestant missionaries have sometimes felt a grim satisfaction in testimony thus borne by an impartial pagan against a rival ritual. These religious matters have a little complicated the business, but, upon the whole, there has been a more complete neutrality observed than the conduct of the Taipings would seem to deserve. The only specific complaint which their admirers have been able to adduce is that goods going to the places held by them are made to pay duties to the Imperialist Government—a complaint which will deserve consideration when the Rebels are in possession of some town which can be reached without passing through an Imperialist port. It seems to us that the policy of this country with respect to these warring factions is quite plain. We cannot deny to the King of Nanking his belligerent rights so long as he respects our treaty rights. If we find him in possession of a port at which duties are due, we must pay the duties to the officer commissioned to receive them. But we have full right to demand that he shall not interfere with our commerce, and to compel him, if necessary, to respect it. Moreover, we have also full right to draw closer our friendship with the Imperial Government, who are now our friends. We have full right to strengthen their hands by giving our moral support to that system of European Customs collectors, which has been so misrepresented in the House of Commons. It is clearly to our interest as a nation that the foreign Customs of China should be fully and honestly collected, should pass direct into the Imperial Treasury, and should be used to pay and equip a force capable of keeping peace in China, and securing the great cities from plunder. Any individual interest which militates against this national interest must be evidently anti-English, and also dishonest. We may make what terms we can with the Taipings, and we ought to make terms with them, but our permanent interest lies in making our commercial intercourse a necessity to the Imperial Government. All depends upon these Customs dues, which are now collected, not by European officials lent to China, but by independent Europeans in the service of China. These Customs duties honestly paid, and not roughly evaded, will soon be found available to eradicate his rebellion, and to give force to a Tartar Government which has already begun to recognise the impossibility of governing by the old traditions of China.—*The Times*.

OUR MINISTER IN JAPAN.

The correspondence just presented to Parliament respecting the recent diplomatic and political differences in Japan, is, in the present early stage of our intercourse with that empire, of peculiar interest and value. The recently acquired right of trading with the Japanese being formally guaranteed by a treaty, the development of our trade must depend to a great extent on the manner in which the provisions of the treaty are carried out. To secure from a jealous, exclusive, and semi-civilised Government like that of Japan the observance of treaty obligations, is, in effect, one of the most delicate and difficult tasks that could well be entrusted to a diplomatist. He must have a considerable amount of temper and forbearance, and be able to understand and make full allowance for the different characters and habits, the maxims and traditions, in a word the whole civilisation of Eastern nations as compared with those of the West. His skill and prudence, his temper and intelligence, will very much determine the serious question of success or failure, peace or war. Above all, he must distinguish between form and substance, and, while carefully maintaining the rights of the Government he represents, not be too exacting and punctilious on minor points of official observance and etiquette. Should he be a man of proud, overbearing temper, when a difficulty arises he will too probably resort to threats instead of conciliation, and thus involve the country in a needless, unjust, and inconclusive war, such as we have too frequently waged in China. On the other hand, if he lacks firmness and decision, he will almost inevitably be defeated by the craft or treachery of the Government officials with whom he has to deal. The British Minister at Yedo has avoided these opposite errors, and under circumstances of exceptional difficulty has acted with equal firmness and prudence. It is impossible to read this correspondence between Mr. Alcock and Lord John Russell without being struck with the just and sensible view that Mr. Alcock takes of his position and duties, as well as with the wisdom of the policy of conciliation he has so steadfastly and successfully pursued.—*Daily News*.

Literature.

Lectures on Colonization and Colonies, delivered before the University of Oxford in 1839, 1840, and 1841. By Herman Merivale. New Edition. Longmans.

There is scarcely any subject more interesting to an Englishman than that of which Mr. Merivale treats in the volume now before us. Never in ancient or in modern times did any nation send out its people to found new empires to the extent which Great Britain has done. This little island, "this gem set in the silver sea," is the parent of vast regions in every quarter of the globe which it has peopled and cultivated. Small colonies, founded for purposes of commerce, have gradually swollen into empires. Our object has seldom, if ever, at the first been conquest; but we have had our trade to protect, and then we have had insults to avenge, and thus we have been led to fight until our territory has widened, and we have come at length to rule over mighty continents and to possess the entire sea-board of magnificent islands.

How far the prosperity of England has been affected by her colonies, how far those colonies have benefited by acknowledging her authority, the results of the policy which has been

adopted in reference to them, the effects of the exportation of capital on the wealth of the mother country, the course we have pursued towards native tribes, the political relation of colonies to the parent land, and the moral and religious aspects of the question—are the main, but not the only, topics grasped by Mr. Merivale. The work, which has always been regarded as an authority, was published twenty years ago. At that time some of the principles of political economy which are now almost universally received were scarcely understood, and Mr. Merivale did battle for them gallantly. Some portion of his work may therefore be regarded as an historical record of opinions which are nearly obsolete, and when he denounces the prohibitive system and the series of restrictions which England endeavoured to establish by her navigation acts, and to some of which foreign countries are even now pledged, we are at once carried back into a region of opinion which is alike curious and perplexing. Mr. Merivale reminds us that Lord Chatham said once in Parliament that "the British colonists of North America had no right to manufacture even a nail or a horse-shoe," and this remark of the great earl is merely a simple illustration of the policy adopted under the so-called "colonial system." This system not only crippled our trade, but its maintenance involved us in serious wars in which, according to Lord Sheffield, we have spent a far larger sum in retaining our colonies than the value of all the merchandise we have ever sent them.

Although the body of this work is already familiar to all readers who are interested in the subject of which it treats, the additions which have been made to it in this edition, in the shape of notes and appendices, considerably enhance its value. The experience of twenty years has compelled Mr. Merivale to modify some of his opinions, and to renounce others; but he informs us at the same time that he sees no reason to dissent from the leading principles of administrative and commercial policy on which his lectures were based. Mr. Merivale shows that he has not much faith in schemes of wholesale emigration; he regards it as a temporary expedient which can only produce a very temporary advantage, and he illustrates his remarks by the statement that from the Isle of Skye, out of 11,000 inhabitants 8,000 were carried away by emigration in 1755 and a few following years; and yet before the end of the next generation the number had reached more than its first amount, and then he adds, "Ireland, on the supposition which I have just made, would only exhibit the phenomenon of Skye on a larger scale." And again he says, in reference to the belief entertained, that emigration may be carried to such an amount as to alter the existing proportions between capital and labour;—"It seems pretty well admitted by all who have reflected on the subject that to effect any such change by indiscriminate emigration in a kingdom of which the population increases nearly at the rate of 300,000 per annum is altogether out of the question." That a select emigration, that is to say an annual emigration of a number of young persons of both sexes just arriving at the marriageable age, would be of more permanent service, Mr. Merivale then endeavours to disprove. He now confesses, however, that some of his opinions on the emigration question have been to a certain extent changed by the emigration of 1847 and the following years in Ireland.

It would have been impossible for Mr. Merivale fully to discuss such a broad topic as that of colonisation without alluding at least, to the Chinese empire. Thus he writes:—

"China is one of the great colonising countries of the globe; for although colonisation with a view to dominion is not a part of its policy, yet its industrious people swarm into every part of the Eastern Ocean, where there appears to be an opening for their exertions, and settle there under foreign governments. It is a country in a great part of which the increase of capital appears to have reached almost its last point of retardation. The soil in some provinces is nearly all occupied, while the stationary condition of the people, in regard to the arts of life, presents no prospect of improvement in their condition by increased productiveness of labour. Population is, therefore, continually pressing on the means of subsistence; but such an amount of emigration as actually takes place, consisting also entirely of persons who are able to emigrate at their own expense, can have no more effect in regulating the increase of that vast multitude, whether of one hundred and fifty or three hundred millions of human beings, than the water which is let into or out of the London Docks on the tide of the ocean. Infanticide, famine, and early mortality, are, it is to be feared, the real checks which keep it down to the present level."

In parting with Mr. Merivale's volume we give it the highest praise when we say that it abounds in practical suggestions, in carefully collated statistics, as well as in broad principles of political economy, and in those precious seeds of thought which only a great writer can throw out, and which may spring up in other minds and produce abundant fruit.

In the current number of *Blackwood's Magazine*, there is a lively article entitled "A Cruise up the Yang-tze in 1858-9." At the present time it will doubtless be read with interest, although the freshness of the narrative is somewhat lost by the lapse of two years. The cruise will be continued in the next number of the journal.

From Mr. Bohn we have received the first volume of "Milton's Poetical Works," being the last volume issued in his Illustrated Library. It contains all the matter which gave value to James Montgomery's edition of the poet, together with a various selection of explanatory notes, by Mr. Bohn himself. The work will contain one hundred and twenty engravings, and, altogether, there can be no question that it will form the best popular edition of the poet which has yet appeared. In Mr. Bohn's Scientific Library we have "Ure's Philosophy of Manufactures," being the third edition of that standard work, continued in its details to the present time, by Mr. L. Simmonds—than whom no one could be found more qualified for the task. The volume bristles with statistics, and will prove invaluable to the statistician as well as to the manufacturer.

We have received Cassell's "Popular Natural History," Part 27, "The Illustrated History of England," Part 17, and the "Ladies Treasury" for June. We have also to acknowledge the receipt of Mr. Beeton's monthly publications, namely—*The Boys' Own Magazine*, *The Englishwoman's Domestic Magazine*, and *The Boys' Own Library*, Nos. 1 and 2. This last-mentioned periodical commences with the "Wild Sports of the World," and bids fair to prove exceedingly attractive. The illustrations are admirable.

Naval and Military.

Notice is given that the distribution of prize money for the capture of Canton on the 28th and 29th of December, 1857, to the land forces present at the said capture, will commence at the office of A. J. Moorhead, Royal Hospital, Chelsea, on Wednesday, the 22nd inst., and will be continued daily (except on Mondays and Thursdays) between the hours of 11 and 2 o'clock.

The screw steam-vessels *Powerful*, *Adelaide*, and *Klersonese*, chartered by the War Department for service during the period of the Chinese war, have discharged at the Woolwich Royal Arsenal pier a large amount of captured weapons and other stores, many of which will be preserved for exhibition. They consist of rough, coarsely-made gun-carriages, platforms, wheels, stink pots, bows and arrows, and a very large number of brass and copper guns and gingsalls, of peculiar construction. The battered condition of some of these guns, and the stains of blood with which they are now marked, prove the accuracy and unerring aim of the two batteries of Armstrong guns which were brought into exercise, the elongated shot from which, in more than one case completely destroyed the brass field pieces of the Chinese. One of the captured guns bears proof of having been damaged in seven places, and rendered useless; another has the trunnion completely carried away; whilst a third has the muzzle destroyed, and the barrel of the gun severely indented. The two batteries of Armstrong guns used during the war have been returned into store, and, notwithstanding their arduous service, are in perfect condition, the light gun carriages being also entirely uninjured.

The *Punjab* paddle steam frigate, Captain Alexander Foulerton, has arrived at Spithead from Bombay, with military invalids on board from troops stationed in the Presidency.

Colonel C. P. B. Walker, of the 2nd Dragoon Guards, lately on the China Staff, is very likely to succeed to the office of Assistant-Adjutant-General at Shorncliffe. Colonel Walker being Second Lieutenant-Colonel of the 1st Bays, becomes liable to reduction on the new Indian establishment, and he will, of course, be placed on half-pay on being appointed to the Staff.

Orders have been received at Chatham Garrison, directing the following reinforcements to be despatched to the Cape of Good Hope to augment the British forces now serving at that station, viz.:—860 men of all ranks of the 2nd battalion 11th Regiment; 91 men of the 85th, King's Light Infantry; 78 men of the 2nd battalion of the 10th Regiment; 57 men of the 2nd battalion of the 13th, Prince Albert's Light Infantry, and 20 men of the Royal Artillery. The whole of the above troops, together with a proportionate number of officers from each of the regiments named, will embark at Portsmouth, the necessary amount of tonnage having been taken up on the 29th May by the War-office. The *Ghenghis Khan*, *Conflict*, and *Boanerges* are to convey the 2nd battalion of the 11th Regiment.

The Duke of Cambridge, having been appointed to the colonelcy of the Royal Artillery and the Royal Engineers, will dine with General Sir Richard Dacres and the officers of the Royal Artillery at their mess, at Woolwich, this day. The Duke will be attended on the occasion by Lord Herbert and the Staff of the War Department, Generals Sir Hew Dalrymple Ross, Sir Robert Gardiner, and Sir John Burgoyne, and other distinguished officers, and the heads of Departments at Woolwich have received invitations to meet his Royal Highness at dinner.

The annual dinner of the 79th Cameron Highlanders took place at the London Tavern on the evening of the 30th ult., Lord Dalhousie in the chair. The annual dinners of the 71st Highlanders, the "Celer et audax" (60th Rifles), and the 1st Life Guards have also been held during the last few days. These dinners are getting more popular than ever, and serve to keep up the good feeling among those who are still serving in the army and their old comrades who have retired from the service.

The amalgamation of the Indian army is proceeding, but the details to be worked out are so voluminous that it will be some time before things are at all settled.

The junior lieutenant-colonels of regiments whose names will be found in this month's "Army List," in italics, are intended to be absorbed as opportunity offers, so that in future there will be no extra lieutenant-colonels.

The next examination of candidates for admission to the Royal Military College, Sandhurst, is to commence on the 17th inst., before General Knollys, the vice-president, and members of the Council of Military Education, at the Royal Hospital, Chelsea. The examination will extend to the 22nd inst.

The candidates for appointment to the Commissariat come up for examination before the Council of Military Education, at the Royal Hospital, Chelsea, on the 17th inst., and the two following days.

The examination of candidates to the Royal Military Academy, Woolwich, to be held before the Council of Military Education is to commence on the 1st proximo, and will continue daily (Sundays excepted) up to Thursday, the 18th.

Brevet-Major R. Biddulph has been appointed military secretary to General Sir Hope Grant, who proceeds to the Madras command.

Lieut. Perceval, R.A., has been transferred to No. 6 battery 12th Brigade, and is appointed fire-master and inspector of warlike stores at Hong Kong, to which place he proceeds shortly.

The *Bosphorus*, hired transport, arrived at Spithead on the 18th inst., from China, with the head-quarters of the 87th (Royal Irish) Fusiliers on board, numbering 14 officers and 529 non-commissioned officers and men. The ship sailed from Hong-Kong on Jan. 3; Singapore, Jan. 17; Cape of Good Hope, April 14; and St. Helena, April 27. Fine weather was experienced throughout the passage, and the health of the troops has been exceedingly good. Two deaths took place from causes contracted prior to embarkation. The *Bosphorus* has proceeded with the troops from Spithead to Kingstown, the regiment being ordered into quarters at Dublin.

The *Fury*, 6, paddle, Commander Bedford Pim, arrived at Spithead on the 11th inst. from China and the Cape, with the following passengers, marines, and seamen, on board:—Sixty of the Royal Marine Battalion, under Lieutenant Godfrey: the crew of Her Majesty's gunboat *Starling*, lately paid off at Hong Kong; part of the crew of Her Majesty's troopship *Assistance*, lately lost in the China seas; Lieutenant Gordon Stuart, from St. Helena; Captain Phillips, R.N., and Mr. J. E. Boileau, from the Cape of Good Hope. The *Fury* sailed from Hong Kong on the 15th of January; Cape, April 8; St. Helena, April 20; and Ascension, April 28; Cape de Verdes, May 15, and Tenerife, May 26. Fine weather has been experienced the whole passage home, but has been generally attended with head winds. The *Fury* was commissioned on the 28th of July, 1856, and has been constantly engaged in the China Seas since that time. She has taken part in all naval operations during the war, and was the only vessel that shared in all three of the attacks on the Peiho forts. The *Fury* during her commission has steamed and sailed 59,180 miles, while her towing services in the China Seas represent an expense of fuel to the amount of £35,624. The ship's company are a fine, seaman-like body of men. They show signs, however, of the effects of the climate in their spare frames and countenances.

THE ADDISCOMBE COLLEGE.—This college was closed at the last distribution of prizes on the 7th inst., by Sir Charles Wood, who said:—"Gentlemen, this is the third, and, I am afraid, the last time I shall have the honour to address the cadets assembled in this room. Various changes have occurred under which it has been thought desirable that this Indian College of Addiscombe shall cease to exist; not that it has failed, as I believe that it has well fulfilled all the purposes for which it was established, having existed for more than half a century. In the address of the Council of Military Education, it has been stated that it will be for the benefit of the service that the various arms of the Indian army should be consolidated into one army; but, nevertheless, it is not without feelings of great pain that I address for the last time the cadets of Addiscombe."

Monetary and Commercial.

The half-yearly meeting of the P. and O. Company has been held, and a dividend of 3½ per cent. declared. The report will be found in another column.

A company has been formed for lighting Malta with gas, and another is in course of formation for erecting gas works at Hong Kong.

The stoppage of orders for India and China produce will place at the disposal of the merchants of New York and Boston considerable sums, as the cost of such shipments are invariably paid by London credits, which have, of course, to be provided for.

The first annual meeting of the Labuan Coal Company was held on the 12th inst. The report states that the mines will be ready to supply in about two or three months, all the arrangements for raising the coal having been carried out successfully. Sir James Elphinstone, the chairman of the Company, presided at the meeting, and Mr. Edward Pereira, late of the firm of Dent and Co., China, has been elected to a seat at the Board.

The suspension has been announced of Messrs. Mackay and Read in the East India and China trade, with liabilities estimated at about £30,000. The following letter has been addressed to the creditors by the solicitor to the firm:—

"Messrs. Mackay and Read have consulted me as to the position of their affairs, and I regret to have to inform you that I am compelled to advise them at once to suspend payments. I consider that this step will best promote the interests of the creditors. The books are placed in the hands of Messrs. Coleman, Turquand, Youngs, and Co., who will forthwith prepare a statement, and as early as possible convene a meeting, of which you shall have due notice."

The bar silver brought by the Mexican packet has been disposed of at 60½d. per ounce, and the dollars at 59d. per ounce, showing in both instances a decline of ½d. from the prices realised for the quantities by the preceding arrival.

In reference to the prohibition placed on the export of gold and silver from Mexico, *The Times* says:—

"Some uneasiness appears to have been created in the Stock Exchange at the Mexican prohibition against the exportation of 'gold and silver.' The prohibition, however, is not against the exportation of gold and silver generally, but against that of gold and silver bullion. During the civil war this old prohibition, which from time immemorial has been the rule in all Spanish American States producing the precious metals, was relaxed, because the Liberals had the ports, and the Church party many of the Mints, and it has now been reimposed simply in order not to lose the seignorage on converting the bullion into coin before exportation."

The first section of the Malta and Alexandria submarine cable, between Malta, Tripoli, and Benghazi, has been successfully laid by the steamer *Malacca*. The steamer *Rangoon* left the Thames yesterday with the second instalment of cable for this line, and the *Malacca* is shortly expected back to convey the remaining portion.

BOARD OF TRADE RETURNS.

Our exports for the four months ended 30th April last, show a falling off to the extent of £3,259,885, as compared with same period last year, when the total value of British manufactures and produce exported was £41,834,347, whilst this year they amounted to only £38,574,462. The principal articles of manufactures are cottons, cotton yarn, woollens, and worsted stuffs, of which we exported in the first four months in 1859, to the extent of £17,631,269; in 1860, to the extent of £18,279,729; in 1861, to the extent of £16,822,213, showing a decrease in 1861 of £1,457,516, which is proportioned in most of the articles, but only to the extent of £5,000 on woollens. To China, however, the exports have been on a larger scale than hitherto, having been: cottons, yards 125,039,686, valued at £1,622,713; cotton yarn, lbs., 3,762,610, valued at £171,889; woollens, pieces, 42,459, valued at £187,361; worsted stuffs, do., 68,254, valued at £146,236; total in value, £2,128,199; while in 1859, they amounted to only £1,000,225, and in 1860 to £1,741,854. The value of the four items approaches the total annual value of all our exports to China up to 1857, when it was exceeded by only £300,000, but from that time they have rapidly increased, having been, notwithstanding war and rebellion—in 1858, £2,960,412; 1859, £4,457,573; 1860, £5,318,428.

To the Philippine Islands the export of cottons during the first four months of this year, has been more than double what it was in same period of 1860; in 1859 the value was £96,562; in 1860, £120,528, and in 1861, £248,455.

To Java there is a decrease as compared with 1860, but an increase as compared with 1859, when the value was £217,873, which rose in 1860 to £397,100, and fell in 1861 to £251,268. Singapore took in 1861, £181,651 worth of cotton goods, and Ceylon £153,145 worth. If we include the cotton goods exported to Bombay, Madras, and Bengal, £2,222,393, it gives a total of £4,679,624, as the value exported from 1st January to 30th April, 1861, to the East, being 39½ per cent. of the total value of these goods exported to all parts of the world, which was £11,824,363.

The Indus took out on the 4th of June from Southampton specie to the amount of £17,686 in gold, and £190,041 in silver, namely—To Alexandria, in gold, £11,550; Ceylon, £3,200; Madras, £2,336; Calcutta, £600, and £130,896 in silver. Singapore: In silver, £3,000; Hong Kong, £25,350; and Shanghai, £30,795.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.	Business done.
100	Agra and United Service, Limited	50	85 to 87	...
20	Chartered Bank of India, Australia, and China.	All	20 to 20½	...
25	Chartered Merc. of India and China	All	31 to 33	...
50	London Joint Stock	10	31 to 32	51½
100	London and Westminster	20	66 to 67	...
25	Oriental Bank Corporation	All	46 to 47	46½
50	Union of London	13	24½ to 25½	...
MISCELLANEOUS.				
1	Great Ship Company	All	½ to ½	£
10	Mediterranean Extension Telegraph	All	2½ to 3½	...
40	P. and O. Steam Company	All	70 to 72	71½
50	Do. new	30	11 to 13 pm.	...
90	Red Sea and India Telegraph	All	17 to 18	17
10	Labuan Coal Company	9	2½ to 3 pm.	...

ARTICLES OF IMPORT.

TEA.—The low and common broken-leaf kinds of Congou were sold, at public sale, as low as 7d. to 8d. per lb. but have since been inquired for at the reduction; good common may now be quoted 11d. to 1s. per lb., but with a very limited demand; the flavoury kinds, from 1s. to 1s. 3d.

per lb., are saleable in small parcels. Common to fair Ho-Hows and Ning Chows, under 1s. 5d. per lb., have sold rather easier. Good Ning Chows, second-class Monings, and Wopaks, have met with a steady demand at former prices. Fine Monings and Wopaks have also been wanted, and full prices have been paid. Fair to good Kaisows show a continued improvement in prices, as also fine to finest, which are now realising 2s. to 2s. 3d. per lb. Tayshans have been saleable to a moderate extent at previous rates. Common to fair Oolongs remain difficult of sale; fine remain very firm. Souchongs show no material alteration. Some further parcels of Flowery Pekoe have been sold at very low rates, the demand being chiefly for kinds under 1s. 6d. per lb. Common Scented Capers have been in improved demand, owing to speculative purchases, and may be quoted ½d. to 1d. per lb. higher; the fair to good and fine kinds remain much as before. In Scented Orange Pekoes the only feature has been rather more inquiry for the better kinds at full prices for Canton-make. Green Teas continue in active demand, but the supply being now very small, transactions are limited. All the Twankays and Young Hysons up to 1s. 9d. per lb. continue in demand, for export, at the advanced prices quoted last month; the grades above 2s. per lb. are at present less influenced, but sales made show an upward tendency in prices. Canton Greens barely maintain former rates, especially for Gun-powders; some at public sale sold rather lower. The stock on the 1st of June of all descriptions of Black was in London, 60,074,459 lbs., and of Green, 4,814,057 lbs. The total delivery was, of Black, 30,390,113 lbs., and 4,547,019 lbs. of Green. The stock at Liverpool was of Black, 3,657,626 lbs., and of Green, 162,480 lbs. The total delivery of Black was, 3,154,088 lbs., and of Green, 235,694 lbs. The imports in London to the 1st June have been, of Black, 43,802,075 lbs., and of Green, 3,220,021 lbs.; and at Liverpool, of Black, 4,700,666 lbs., and of Green, 367,221 lbs. According to the circular of Messrs. Mitchell, Aspinall, and Skipper, the amount of Tea afloat at the present time is 13,333,818 lbs., against 14,374,315 lbs. at the same period in 1860.

SILK. The business done in Silk during the past month has been very limited, but prices have been well maintained. The accounts of the European crop are as usual somewhat conflicting, but in general they lead to the conclusion that the result will not be better, if so good as that of last year. The deliveries for the month are 5,550 bales of China and 898 bales of Japan. Manufacturers, unfortunately, have no such ground for even imaginary comfort—their trade is beyond question bad, and their prospects, both as to demand for goods and improved assortment in the supply of the raw material, scarcely other than bad.

	s. d.	s. d.	s. d.	s. d.
Tsatice, No. 1 and 2	23 6	24 0		
" No. 3 and 4	18 6	22 0		
" No. 5	17 6	18 0		
Thysam	12 6	16 6	16 6 to 19 0	
Ditto, long reel	14 0	16 0	16 0 to 17 0	
Canton	9 0	15 0	16 0 to 17 0	
Chinese thrown	16 0	19 0	20 0 to 21 6	
Japan	15 0	18 0	21 0 to 30 0	
Yucufa	10 0	22 0		

STATE OF THE WAREHOUSES.

	Sold Stock.	Unsold Stock.	Delivered.
	June 1, 1861.	June 1, 1861.	June 1, 1861.
Bengal	2,423	1,976	2,485
China	10,041	6,460	13,708
Japan	1,440	493	2,019
Canton	701	618	1,219
Chinese Thrown	701	1,103	2,699

SUGAR.—Holders are now showing a little more firmness. Of Eastern descriptions a small lot of 390 bags of Singapore sold at 38s. to 40s. for mid. to fine yellow, and 33s. 6d. for fine brown.

COFFEE.—A dull market has prevailed. Sales of 900 casks and 500 barrels of Plantation Ceylon went off at 67s. to 71s. for fine ordinary to low middling. Of 770 bags inferior Singapore the whole were withdrawn.

RICE.—We have again to report a quiet market for this article, sales having been confined to small parcels at about previous rates, comprising only about 15,000 bags, chiefly white Bengal, at 10s. 6d. to 11s. 6d., good up to 13s. 9d., Ballam at 9s. 7½d., some fair Rangoon at 10s. 3d. to 10s. 6d., and Nakrenzie at the latter price. 1,452 bags Bengal, in auction, were sold at, and afterwards, Moonghy at 9s. 7½d., low Dacca grain, 10s. to 10s. 6d. 8,298 bags Rangoon were partly realised; middling, of old import, 9s. 6d., first-class sea-damaged of fair quality at 9s. 9d.

PEPPER.—1,724 bags black Singapore were offered by auction, the sound part of which was withdrawn, but has since mostly been placed, fair quality 3½d. to 4d. The damaged (a large proportion) sold at 3½d. to 3½d.; 629 bags heavy Malabar, of old import, were disposed of at 5d. Privately, 1,000 bags Penang have been sold—ordinary dusty at 3½d., good, 3½d. to 3½d. 70 bags Penang White met low bids, and were bought in.

SAGO.—No transactions reported. Flour: 200 bags of fair quality were withdrawn at 16s., but subsequently sold at that figure.

SPICES.—Cinnamon: No sales reported. Quotations as before. Cassia Lignea: Prices lower. Of 280 bags at auction, half sold at 85s. to 88s. Cassia Buds: Rather scarce, 15 cases at auction retired at £10. 10s. Cloves: Sales of 3 cases Penang at 9d. for ordinary quality. Mace: 45 cases Penang and two Singapore, mostly sold for 9d. to 1s. 2d. for low to good reddish. Nutmegs: have brought former terms on the average; and of 150 cases Pennag, 85 cases Batavia, and 7 cases Singapore at auction, all the Penang and Singapore, with a few of the Batavia, sold at 3s. 3d. to 3s. 6d. per lb. for good to fine bold, and 1s. to 1s. 10d. ordinary small to fine medium.

HEMP.—Of 1,400 bales at auction a portion only sold at £20 15s. to £22.

COTTON.—The market has become less buoyant, and prices have ruled more in favour of the buyer; moderate business in very fair to good Tinneveli at 6d. to 6½d. per lb., and in fair to good Western 5-3 16d. to 5½d. Sales of Tinneveli effected for arrival up to 6½d.

JAPAN WAX.—Sales of 1,000 boxes at 52s. for ordinary, and 500 boxes were bought in at 54s.

TOBACCO.—Java and other Eastern sorts are much wanted.

TIN.—Market very dull. Small sales of Straits at 121s., and buyers now offer only 120. Antimony ore, £16. 2s. 6d.

GAMBIA R.—Of 1,400 bales at auction, a few only sold at 16s. 6d. **CUTCH.** Of 2,000 bags at auction, half sold at 22s. to 22s. 6d. for good Pegu.

MISCELLANEOUS.—India rubber: Market dull, and small sales only at 1s. 2 d to 1s. 3 d. Camphor: Market firm, sales of Japan are announced for this week. Sapanwood: 24 tons Siam sold at £8 7s. 6d. to £8 15s. and thirteen tons Manila, at £6 to £6 10s. Soy: No sales. 22 hogsheads retired at 2s. 6d. per gallon. Mother-o-Pearl Shells: Small sales of Manila, at 100s. to 105s.; Singapore scarce and wanted. Star Anniseed: Sales at 70s.; Sticklac: 29 bags offered at auction, were all retired, quotation, 75s. to 90s. Gum Benjamin: Of 10 cases Sumatra, a portion only sold, at £12 10s. to £13 5s. Damar: Very quiet. Gamboge: Small sales at previous quotations. Rattans: 16,000 bundles Singapore sold at 2s. 3d. to 5s. 3d. Elephants' teeth: No sales reported. Vermillion: No demand; 140 boxes at auction all retired. Galangal root: Small sales, at 15s. to 20s. Cubebs: Of 34 bags offered at auction all were retired at £8. Dragons' Blood: No demand. Galls: Japan maintain the recent advance, and are quoted at 45s. to 60s. Rum: More inquiry, and 1,000 casks of Mauritius have been placed at 1s. 8d.

UNITED STATES.

NEW YORK, May 25.

TEA.—The market has been very inactive, and quotations are quite nominal.

SUGAR.—No sales of Java or other Eastern sorts.

RICE.—The extreme views of holders have not been realized, but no lower prices have been accepted.

SPICES.—There have been no sales worth reporting during the fortnight.

FIRE CRACKERS.—Small sales at \$1. 10c. for No. 1 Canton.

HEMP.—Market dull. Quotation for Manila nominal at 5½c.

INDIA RUBBER. No sales reported; market quiet.

TIN.—A sale of 2,000 pigs of Banca are reported at a decline on our last quotations.

INDIGO.—Sales at Boston of 31 cases at \$1. 35c. to \$1. 45c.

HIDES.—Sales of 1,400 Singapore, at 6½c. for 26 lbs. weight.

COFFEE. Market is very dull; sales of 200 pockets of Java are reported on private terms.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6. 0s. 0d. to £6. 10s.; nail rods, £7. 0s. to £7 17s. 6d.; hoops, £8. 15s. to £9. 5s.; sheets, single, £9. 5s. to £9. 15s.; Staffordshire bars, £8 to £8 10s.; rails, 5. to £5 10s.

STEEL.—Swedish keg, £17.

COPPER. Sheet and sheathing, 11d.; yellow metal, 9½d.

TIN.—125s. for block; 126s. for bar. Tin plates, best charcoal, 1 C., 29s. to 30s. per box.

LEAD.—English pig, £20. 15s. to £21. 10s.; shot, patent, £24. 10s.; sheet, £22; spelter, £17; zinc, English sheet, £23. 10s. to £24; quick-silver, £7 per bottle.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton during the present year by the P. and O. Company's mail steamers:—

	Gold.	Silver.
Shanghai	—	£276,338
Foo-Chow-Foo	—	32,993
Hong Kong	—	186,759
Manila	—	—
Singapore	12,219	64,893
Penang	—	18,624

FROM MARSEILLES.

	Gold.	Silver.
Shanghai	—	43,385
Hong Kong	—	26,220
Singapore	3516	4,596
Penang	—	44
Foo-Chow-Foo	—	4,400

EXCHANGES.

	Bank Bills.	60 days' sight.	House Bills.	60 days' sight.
On Singapore (dols.) Bank Bills	4s. 9d.	Buy at	4s. 3d.	
On Hong Kong, ditto	4s. 9d.	Do.	4s. 3d.	

MANCHESTER MARKETS.

The market generally has become quieter, and rather more depressed in some respects. The prices of yarns are in most cases very well maintained; but there has been a lessened demand. Spinners for the home trade are not quite so firm in their quotations. The demand for piece goods remains without any improvement. Most kinds of cloth are almost entirely neglected as before, and the inquiry for the East has again nearly ceased, both for cloth and yarns. There are very few buyers in the market, and where sales take place in cloth there is generally some concession in price since last week. At that time sufficient business was done for India and China to supply a good many manufacturers with contracts for a while longer. But the prospects of trade are discouraging, while two important markets—India and America—are so nearly closed against producers.

COMMERCIAL POSTSCRIPT.

CITY, FRIDAY AFTERNOON.

ARRIVALS NOT INCLUDED IN TABLE.—June 6, off Dungeness, Antoinette Maria, from Batavia; off Hastings, from Samarang, Neckar; 5, off the Lizard, from Maulmain, Sea Serpent; 3, in the Channel, from B njoewangie, Henricus Gerardus; 11, at Portsmouth, from Hong Kong,

Bosphorus; 6, off Scilly, from Canton, Wolverine; 8, at Brouwers haven, from Banjoewangie, Constance; 9, Antonia Geertruida; 8, off Dungeness, from Batavia, Broedertrouw; 11, at Falmouth, from Rangoon, Wilhelm Kirchner; 12, from Akyab, Roman Emperor; 12, off Falmouth, from Bangkok, Marie; 10, off the Start, from China, Cassarewitch; May 2, at Valparaiso, from Hong Kong, Lady Elizabeth; 30, at Boston, from Penang, Belvidere; 13, at London, from Nagasaki, Juanpore; 13, off Falmouth, from Rangoon, Fairlight. At Queenstown, from Foo-chow-Foo, Witch of the Seas; 14, in the Downs, from Maulmain, Ostrich.

DEPARTURES.—June 8, from London for Singapore, Ocean Bride; 10, from London for Shanghai, Merse; for Hong Kong and Canton, Patna; for Shanghai, via Sunderland, Moncka; 6, off Dungeness, for Java, Minister van Hall; 8, from Liverpool for Batavia, Schlosser. From Cardiff for Manila, Cornelis Smit; 11, from Shields for Singapore, Minerva; 13, from London for Hong Kong, via Cardiff, Beatrice; 9, off Plymouth, for Batavia, Loopuyt; May 8, from Callao for Manila, Fortuna.

SPOKEN.—Hans Friedrich, London to Batavia, 15 April, 4 N. 23 W.; Vanguard, Macao to London, May 5, 5 N. 22 W.; Maria Magdalene, Macassar to Rotterdam, 18 April, 24 S. 4 E.; V. Z. Y. D. (barque), Batavia to Rotterdam, 72 days, 26 April, 12 S. 11 W.; Amiral Heems-kirk, Amsterdam to Batavia, 27 May, off the Lizard; Estafette, Amsterdam to Batavia, 6 May, 6 N. 21 W.; Juanpore, Nagasaki to Liverpool, 31 May, 44 N. 25 W.; Cosmopoliet (Dutch barque), from Java, 9 June, 46 N. 8 W.; Comm. des Kon v. d. Heim, Rotterdam to Batavia, 23 April, 4 N.; Staatsraad van Ewyck, Amsterdam to Batavia, 7 May, 7 S. 32 W.

LAID-ON.—At London, for Hong Kong and Canton, Lord Macaulay; at Liverpool, for Shanghai, Sumatra.

The Mascate, Geflot, from Samarang to St. Nazaire, which put into Mauritius, Feb. 11, with damage, has been condemned and sold at that port.

Part of the cargo (500 bags coffee) ex-Cornelis Wernard Eduard, Bakker, from Padang for Rotterdam, which put into Mauritius April 7, leaky, has been sold there, being damaged.

Santa Cruz, May 22 The Granger (ship), of London, Hanson, from Queenstown to Hong Kong with coals, arrived here May 5, making three inches water per hour, in port. She has been surveyed; has discharged 70 or 80 tons of her cargo, and her top sides are being caulked.

The Trimountain, Friend, from Akyab to Bremen, has been towed into Saugor, leaky.

The Mercedes, Croizet, from Bordeaux to Hong Kong, was spoken, 10th, in lat. 30 S., and lon. 31 W., by the Louis, Tabet (which arrived at Mauritius Nov 24), and has not since been heard of.

Shipping Intelligence.

ARRIVALS.

Date.	At	From	Ship.	* Captain.
May 14	New York	Shanghai	Star King	Smith.
— 20	Do.	Do.	Spartan	Thompson.
— 26	London	Foo-Chow-Foo	Pray of the Ocean	Slaughter.
— 27	Downs	Do.	Moncka	McCaslin.
June 5	London	Do.	Bunkside	Wig ell.
May 15	New York	Canton	Fing Send	Harding.
— 22	Hamburg	Hong Kong	Mathilde	—
— 3	Demerara	Do.	Saldanha	Dawson.
— 25	Gironde	Do.	Canton	Houssois.
— 30	Cork	Do.	York	Redpath.
— 13	Havana	Macao	Kate Hooper	Johnson.
Apr 30	Do.	Do.	Francis P. Sage	—
May 11	New York	Manila	Horizon	Read.
— 26	Boston	Do.	Kit Carson	Gorham.
— 26	London	Do.	Fanny McHenry	—
June 6	Queenstown	Do.	Bonaventure	Lang.
May 11	Havana	Macao	Encarnacion	Rode.
— 25	Hamburg	Singapore	Car-lue	Besseling.
June 4	Texel	Do.	Johanna Catharina	—
May 21	Boston	Penang	Edward	—
— 24	Off Torbay	Java	Almonde	Surie.
— 30	Falmouth	Do.	West	Pust.
— 22	Off Dartmouth	Batavia	Dutch barque No. 106	—
— 23	Texel	Do.	Arada	—
— 21	Off Scilly	Do.	Vin ster Fahud	Kievit.
— 26	Off the Owers	Do.	Valparaiso	Zwaneveld.
— 27	Stockholm	Do.	Maria Charlotta	Schmidt.
— 28	Texel	Do.	Johannes Christiaan	Oiekt.
— 31	Deal	Do.	Lou Krouprince V. Yw	Vd. Lunden.
June 1	Off Scilly	Do.	Others	—
— 4	London	Do.	West	Hawkins.
— 4	Off Dungeness	Padang	Geiderland	—
— 31	Boston	Do.	R. B. Forbes	—
May 17	Off the Wight	Banjoewangie	Cornelia Houtman	Rolman.
June 1	Off the Start	Do.	Amsterdam	Wegmink.
May 23	Off Dartmouth	Do.	Ni uwland	Pat.
— 30	Dordt	Do.	Sumatra	Gruel.
June	Brouwershaven	Do.	Brouwershaven	Snor.
—	Do.	Do.	Helen and Anna	Lufede.
May 27	St. Nazaire	Samarang	Suzanne	Boucard.
June 7	Falmouth	Sourabaya	Penguin	Wesenberg.
May 25	Do.	Do.	Louise	Meyer.
— 30	Do.	Do.	Munster	Kock.
— 30	Off the Start	Do.	Magdalena	Kooy.
June 1	Liverpool	Akyab	Eleanor	Armstrong.
May 27	Off Queenstown	Do.	Quito	Wylie.
— 27	Downs	Do.	Empress	—
— 26	Cork	Do.	Haddassah	Clark-on.
— 23	Falmouth	Do.	Fanny Mitchell	Hallett.
—	Off the Start	Do.	Lemulla	Peace.
—	Gironde	Do.	Richard le Nor	—
— 30	Falmouth	Maulmain	Ida	Nylund.
— 30	Off Queenstown	Maul main & Rangoon	Anne Crofton	Turner.
— 28	Glasgow	Rangoon	Steadfast	Vary.
— 26	London	Do.	Septim	Vary.
June 2	Off Falmouth	Do.	Ville de Dieppe	Royssom.
May 22	Bremen	Bassein	John Russell	Williams.

DEPARTURES.

Date.	From	For	Ship.	Captain.
May 25	Liverpool	Shanghai	Mansfield	Netherway.
25	Do.	Do.	Mirage	Roberts.
26	Do.	Do.	Minerva	Blanch.
29	Liverpool	Hong Kong	Koh-i-Noor	Summerson.
30	Do.	Do.	J. Wakefield	Howe.
13	Lewes, Delaware	Do.	Han Kow (s)	Smith.
17	Toulon	Do.	Lady Alice	Riddock.
17	Do.	Do.	Wm. Mitchell	Thompson.
17	Do.	Do.	Bencleugh	Young.
17	Do.	Do.	General Windham	Leceretua.
June 1	London	Manila	Prudencia	Linnell.
23	Sunderland	Singapore	Blondel	Kelly.
May 29	London via Cardiff	Do.	Industry	Fuller.
29	Sunderland	Do.	Minna	Kelly.
29	Newport	Do.	Energy	Russ.
29	Off the Bolt	Singapore	Albert Borsig	Kock.
6	Liverpool	Do.	Johanna Stoll	Russ.
21	Hamburg	Batavia	Susannah	Bonten.
19	Off So. Foreland	Do.	Kondeira	Schol.
17	Off Dungeness	Do.	Kosmopoliet	Koning.
25	Off the Wight	Do.	Maria Veronica	Van Nommern.
24	Portsmouth	Do.	Adam v. Heimskerk	De Vries.
26	Off Berry Head	Do.	Maria Anna	Van Hemert.
June 1	London	Batavia & Sourabaya	Martha Jacoba	Ouweland.
3	Do.	Batavia	Zwaan	Marcuseen.
8	Do.	Do.	Tjelingaie	Van der Hedde.
3	Off So. Foreland	Do.	Whampoa	Smit.
3	Hamburg	Do.	Loopuyt	
28	Off Dungeness	Java	Diligence	
May 18	Off St. Albans	Sourabaya	Konin Klyke	

LOADING.

At LONDON.—For Hong Kong: Albuera, Standard. For Hong Kong and Canton: Millbrook, Patna, Heroes of Alma. For Shanghai: Merse, Harkaway, Henry Miller, Cambalu, Tung Yu. For Batavia: Eliza Thornton. For Batavia, Sourabaya, and Samarang: Victoria. For Kanagawa and Nagasaki: Ocean Gem. For Penang: Electic. For Singapore: Ocean Bride. For Singapore and Bankok: Avondher. For Singapore and Penang: Tamar.

At LIVERPOOL.—For Manila: Matilde, Arizona, Burdeos of Habana, No. 1. For Shanghai: Celestial, Aerolite. For Hong Kong and Canton: Queensberry, Abeona, Sir Isaac Newton. For Batavia and Samarang: Schlosser. For Batavia and Sourabaya: Vrede O'Thyen, Julia, Christina, Agatha. For Batavia and Singapore: Eleonora. For Singapore: Amatheia, Royal George, Typhoon.

At GLASGOW.—For Sourabaya (direct): Nova Zembla. For Batavia and Singapore: Eagle. For Singapore: Congo, Elizabeth.

SPOKEN.

JULIE, Rotterdam to Batavia, May 11, 48 N., 7 W.
BROEDERTROON, Batavia to Amsterdam, March 28, off Cape Good Hope.
CELEBES, Amsterdam to Sourabaya, March 24, 2 N., 23 W.
QUATRE BRAS, Amsterdam to Batavia, April 22, 4 N., 22 W.
CLARA ANNA MARIA, Java to Amsterdam, May 15, 47 N., 15 W.
BOMMELEERWAARD, Cardiff to Hong Kong, Feb. 13, 16 S., 125 E.
DIRK ARNOLD, Sunderland to Singapore, Feb. 13, 16 S., 125 E.
PANTALON, Rotterdam to Padang, 50 N., 1 W.
JONKHEER, M. VD. WADL V. PUTTERSHOEK, Rot. to Bat., 50 N., 1 W.
AURORA, Samarang to Prussia, March 31, 26 S., 4 E.
CORNELIA HENRIETTA, Sourabaya to Amsterdam, April 27, 4 N., 25 W.
ANTONIA GEERTUIDA, Samarang to Amsterdam, April 15, 3 S., 19 W.
HELENA, Sourabaya to Rotterdam, May 9, 37 N., 32 W.
EDWARD JOHNSON, Manila to London, March 30, 35 S., 23 E.
JACQUESINE AND ELISE, Batavia to Amsterdam, May 24, 49 N., 13 W.
SICILIE, Rott. and Pernam. to Macassar, Jan. 26, 28 S., 37 W.
ELIZA STEWART, Manila to Queenstown, April 1, 35 S., 19 E.
SCALARANIA (Rus. s.), Sourabaya to Falmouth, April 25, 6 N., 28 W.
LADY CONSTABLE (?), Manila to London, April 24, 5 N., 26 W.
CONSTANCE, Java to Rotterdam, March 28, 34 S., 24 E.
STORM KING, Manila to Boston, 11 S., 106 E.
MARGARETHA, Banjoewangie to Schiedam, 15 S., 104 E.
NANCY, Newcastle to Singapore, April 1, 6 S., 26 W.
TILLAH (?), Penang to London, April 10, 35 S., 19 E.
SIMOOM, Baltimore to China, 37 N., 72 W.
ARAB, Boston to China, March 31, 6 N., 27 W.
COMELISSEN (Dutch barque), Java to Rotterdam, May 11, 36 N., 31 W.
CHALLENGER, London to Shanghai, March 19, 33 S., 16 W.
RATTLER, Palermo to Sumatra, April 26, 2 N., 24 W.
HENRICUS GERARDUS, Banjoewangie to Amsterdam, May 5, 26 N., 39 W.
STAATSRAAD VAN EWYCK, Amsterdam to Batavia, May 2, 3 N., 29 W.
BARVILLE (brig), Boston to Batavia, March 28, 30 N., 10 W.
ELISE HENRIETTE, Amsterdam to Batavia, March 2, 20 S., 29 W.

EXPECTED.

From JAPAN.—At London: Matanzas, Medina.

From CHINA.—At London: Sunbeam, Chilo, Athelstan, Lady Ann, Northern Cross, Dawstone Orissa, Wolverine, Vanguard, Morayshire, Shantung Yaratilda, Bacchante, Corea, Strathmore, Humphrey Nelson, Kinnaird, Glencoe, Panic, Weymouth, Excelsior, Strathmore. At Liverpool: Carolina, Chevy Chase (str.). At Outports: Lord Dalhousie, Henry Moore, Bosphorus, Witch of the Seas, Kingman, Merchantmen, Eloise Rostock.

From SINGAPORE.—At London: Reward, Maldon, Robert Small, Knight, Lincelles, Rajah of Cochin. At Liverpool: Mary Spencer, Jacatra, Crisis, Champion, Panic, Excelsior, and Primula. At Outports: America, Johan Hermann.

From MANILA.—At London: Mary, Avalanche. At Liverpool: G. B. Carr, Albion, Sales, Queen of the East. At Cork: Agamemnon. At Queenstown: Eliza Stewart, Glendoveer, Melancthon.

From PENANG.—At London: Zenobia, Isabella Harnett, Rajah of Cochin, Barracouta.

From BATAVIA.—At Liverpool: Kerr.

From BANKOK.—For Falmouth: Main, Pauline.

FREIGHTS AND CHARTERS.

There is a want of animation in business generally, which is prejudicial to freights, but rates are nevertheless fairly maintained.

Her Majesty's Emigration Commissioners have chartered the Oithonaa, for Melbourne, at £13. 18s.; and the Red Riding Hood, China to British Guiana, at £14. 17s. 6d. per statute adult, and receive tenders next week for two ships to convey Chinese emigrants from Hong Kong or Whampoa to British Guiana, the first ship to be ready, at the port which the agent in China may decide, on the 14th of November, and the other on the 16th of December.

For India, China, and the Cape, there are 60,000 tons loading. The berth freights from London vary very little. Coal freights are lower; only 25s. per ton is obtainable Wales to the Cape of Good Hope, the recent contract having been almost completed by American ships; £30 per keel has been accepted from the North of England to Bombay, £28 now offered; Wales to Singapore, 27s.; 40s. is offered Birkenhead to Shanghai, £50 per keel from the Tyne, 42s. per ton Wales to Hong Kong.

Current freights to Shanghai for vessels on the berth, 40s. to 50s. per on weight and meas.; to Hong Kong, 35s. to 40s.; Singapore and Penang, 30s. to 45s.; to Manila, 35s. to 40s.; to Batavia, 45s. weight, 40s. meas.; to Japan, 65s. weight, and 60s. meas.

INSURANCE.

The following are the current rates of premium at Lloyd's, according to the class of vessels, &c.:—To Hong Kong, 40s. to 50s. Shanghai, 50s. to 60s. Singapore, 30s. to 45s. Batavia, 30s. to 40s. Manila, 50s. to 60s. Nominal quotation for Japan, 50s. to 60s.

At Hamburg, for Batavia and Singapore, 40s. China and Manila, 40s. to 50s.

CASUALTIES.

The Dionysia Catharina, v. d. Spreckel, from Banjoewangie, which arrived in the Texel May 23, reports having sustained damage in her rigging and lost an anchor and chain in St. Helena Roadstead, by being driven foul of.

The Flying Scud, Harding, which arrived at New York, May 15, from Canton, had lost nearly a whole suit of sails, topgallant masts, fore and main topmast heads, fore, main, and mizen lower topsail yards, and had sprung spencer gaff and mizen masthead, having been struck by a squall or whirlwind, May 4, in lat. 25, lon. 67.

The Susannah (barque), of and from Hambro', Russ, bound to Singapore, got into collision with the Ben Muick Dhu, from Villa Nova, and both vessels arrived in the Downs, May 31, with considerable damage in consequence.

The Louis Meyel, Dutch ship, Holtgreve, from Banjoewangie to Amsterdam, put into Mauritius, 11th April, with loss of mizenmast, fore and main topmasts, and all attached; decks swept, and part of cargo thrown overboard, having experienced a hurricane.

The sound portion of the cargo ex Catharina Maria, Schuchardt, from Banjoewangie for Rotterdam, condemned at the Cape of Good Hope, will be forwarded by the Lumley, Lawson. The damaged portion was sold 5th April.

The Marie Gabrielle, Erain, from St Nazaire to Hong Kong, with coal, was totally lost on the West Coas. of Australia, 12th Feb.

At ST. HELENA, April 9.—Cornelia, Witt, from Sourabaya. 11, Amelia Maria, Svendsen, from Sourabaya, and sailed for Falmouth. 12, Forest Eagle, Pillsbury, from Macao. 14, Maria Catharina, de Bos, from Java, and sailed 15 for Amsterdam; Maria Clotilde, Basterra, from Macao, and sailed 15 for Havana. 15, J. C. Schotel v. Beesthelle, from Java, and sailed 16 for Rotterdam. 16, Anna Lena, Zaal, from Sourabaya, and sailed 17 for Amsterdam; Hermann, Deeman (?) (late master, dead), from Sourabaya, and sailed 19 for Amsterdam. Orissa, Morrison, from Whampoa, and sailed 20 for London. 20, Eclipse, Brandt, from Sourabaya, and sailed 22 for Norrkoping. 21, Balder, Djoberg, from Pasaroeng, and sailed 22 for Falmouth. 22, Baltimore, Bruks, from Banjoewangie, and Goede Vrouwen Kraan, from Sourabaya, and both sailed 24 for Amsterdam; Cornelis Antonie Ryders, from Banjoewangie, and sailed 24 for Rotterdam. 23, Juanpore, King, from Japan, and sailed 24 for London; Sperwer Schreuder, from Batavia, and sailed 24 for Amsterdam; Erasmus, v. Heiningen, from Java, and sailed 26 for Rotterdam. 24, Delfshaven, Schaap, from Java, and sailed 25 for Rotterdam. 25, Marinus Willem, v. Duyn, from Java, and sailed 26 for Rotterdam; California, de Wyn, from Java, and sailed 27 for Amsterdam; Maria Magdalena, Willenbrink, from Macassar, and sailed 27 for Rotterdam. 27, Edouard Marie, Remmers, from Java. 28, Stad Enschede, Hegt and Pollux, Cruys, both from Java.

At ASCENSION, April 23.—Lowe v. Myestein, Lamin, from Sumatra, for Amsterdam.

At SIMON'S BAY, April 4.—H.M.S. Esk from China, and left 18 for England. 13, Louisa, Bruis, from Java.

EMIGRATION FROM CHINA TO DEMERARA.—The ships *Ghenghis Khan* and *Earl of Windsor* have been settled by the Emigration Commissioners to convey Chinese emigrants from Hong Kong or Whampoa to Demerara.

MONUMENTS, TOMBS, CHIMNEY-PIECES, &c.

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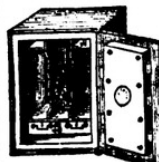
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Printed for the Proprietors by WOOLFALL and KINDER, Angel-court, Skinner-street, London, and published by Wm. TWEEDIE, at No. 337, Strand, in the parish of St. Mary-le-Strand, London.—Friday, June 14, 1861. The Office of the "LONDON AND CHINA TELEGRAPH," is at No. 7, George-yard, Lombard-street, E.C.